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MIDLAND RAILWAY OF CANADA.

LOCAL FREIGHT AND PASSENGER TARIFFS,

CLASSIFICATION OF FREIGHT,

AND

General Notices, Instructions, &c.,

FOR THE GUIDANCE OF AGENTS.

*All Previous Rates, and all Special Contracts and Agreements conflicting
with these Tariffs are hereby Cancelled.*

The Company reserves the right to make, at its pleasure, any change in these rates or Conditions.

TO TAKE EFFECT FROM THE FIRST OF JANUARY, 1882.

GENERAL OFFICES, - - PETERBOROUGH, ONT.

A. WHITE,
General Traffic Agent.

GEO. A. COX,
General Manager.

PETERBOROUGH:

J. R. STRATTON, BOOK AND JOB PRINTER, EXAMINER STEAM PRESSES, GEORGE STREET,
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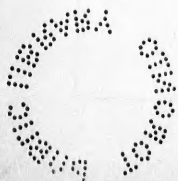


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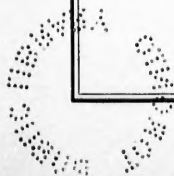
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GENERAL NOTICES AND CONDITIONS OF CARRIAGE

APPLICABLE TO

LIVE STOCK AND FREIGHT RECEIVED FOR TRANSPORTATION

ON THE LINE OF THE

MIDLAND RAILWAY OF CANADA.

*And which are to be Endorsed upon the Form of Consignment Notes and Receipts used at the various Stations.***It is Agreed and Understood:—**

1.—That the MIDLAND RAILWAY COMPANY OF CANADA will not be responsible for goods of any kind conveyed upon their Railway, unless receipted for by a duly authorized Agent of the Company.

2.—Nor will they be responsible for the loss of or for damage done to Money in Cash, or Bills, Promissory Notes, Bills of Exchange, or Securities, Jewellery, Trinkets, Rings, Precious Stones, Gold and Silver, manufactured or unmanufactured, in any form whatsoever; nor for Plated Articles of any description; Clocks, Watches, Time-Pieces, Statuary, Marble, in any form or state; Stationery, Lace, Furs, Silks, in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials; Writings of all kinds, Title-Deeds, Prints, Paintings, Maps, Engravings, Pictures, or Other Valuables; nor for any damage done to Marble, Crockery, Stoneware, China, Glass, Wearing Apparel, Musical Instruments, Furniture, Toys, Castings of any kind, Cast Iron Work, Stoves, Stove Furniture; nor for any Hazardous or Brittle Article in package or otherwise which shall have been delivered either to be carried for hire or otherwise. Fresh Fish, Fresh Meat, Dressed Hogs, and Poultry or any other Perishable Articles, are carried only at the Owner's risk. The Company will not carry any Boiler, Cylinder, or Machinery of any kind, unless by Special Agreement, and in any and every case where such are carried it is at the Owner's risk only, and not otherwise.

3.—Nor will the Company be liable for damages occasioned by delays caused by storms, accidents, overpressure of freight traffic, or unavoidable causes, or by the weather, wet, fire, heat, frost, or delay of perishable articles, or from civil commotion.

4.—Nor for loss of or damage to any packages or their contents insufficiently or improperly packed, marked or directed, or containing a variety of articles liable to breakage; nor for loss or damage to cases of boots and shoes or either, or to cases containing other articles liable to peculation or fraudulent abstractions, unless such cases or packages are strapped with iron or wood, or otherwise securely protected, nor will the Company be liable for leakages of any kind, or loss of liquids arising from any cause whatsoever. Oil and molasses, also liquids in demi-johns will, under no circumstances, be carried, save at the risk of the Owners or parties by or to whom they are consigned.

5.—Nor will the Company be liable for loss or damage done to goods put into return wrappers or boxes, or packages described as empties; nor for any goods left until called for, or to order, and warehoused for the convenience of the parties to whom they belong; or by or to whom they are consigned; and in all cases where not otherwise herein provided the delivery of goods shall be considered complete, and the responsibilities of the Company shall terminate when the goods are placed in the Company's shed or warehouse (if there be convenience for receiving the same,) at their final destination; or when the goods shall have arrived at the place to be reached on the said Company's railway. The warehousing of all goods will be at the Owner's risk and expense; and if the Company are unable to store or warehouse goods received by them, they shall have the right to place such goods in any warehouse that may be available, at the risk and expense of the Owner of the property so stored, and all charges for storing, warehousing and conveyance, shall form an additional lien on said goods.

6.—Lumber, coals, bricks, and other goods carried by the car-load, shall be taken as delivered, and the Company's responsibility in respect thereof shall cease, upon the car in which they are carried being detached from the train at the station on the Company's line to which it is consigned, or at the station where, in the usual course of business, it leaves the Company's line.

7.—The Company will not be responsible for any deficiency in weight or measure of grain in bags or in bulk; nor for loss in the weight of pig-iron; nor for loss or deficiency in the weight, number or measure of lumber, coal, or iron of any kind, carried by the car-load; nor for shrinkage of all or any kinds of sugars, or short weights of the same unless the damage to the package can be shewn to have happened whilst in the position of the Company; nor for any injury to grain by heating.

8.—Senders of any dangerous articles will be held accountable for any damage arising therefrom, unless the contents are described as such upon the directions, marked thereon; and in no case will the Company be liable for the loss of or damage to any such articles. And the Company will only undertake the carriage of *Aquafortis, Vitriol, Friction Matches or Gunpowder*, on special terms to be superadded to these conditions.

9.—All goods from whomsoever received, or to whomsoever belonging, shall be subject to a general lien, not only for the carriage of those particular goods, but also for any general balance that may be due by the Owners of such goods to the said Company. And if, in six weeks after notice shall have been given that such goods are detained for any such claim of the Company, the money due be not paid, the goods will, at the discre-

tion of the Company, be sold by auction or by private sale to defray said claims, and all freight and charges, including the costs of sale incurred thereon. But fish, fruit, meat, dressed hogs, poultry, and all other perishable articles, will be disposed of at the discretion of the Company, immediately after giving the above notice, if said claim is not paid at once, and in such case the Company need not await the expiration of the above period of six weeks.

Gun Cotton, Dualline, Dynamite, Nitro-Glycerine, or ANY OF ITS COMPOUNDS, will not, under any circumstances, be carried by the Company.

10.—That all goods addressed to Consignees at points beyond the places at which the Company have stations, and respecting which no directions to the contrary shall have been received at those stations, will be forwarded to their destination by public carrier, or otherwise, as opportunity may offer, without any claim for delay against the Company for want of opportunity to forward them; or they may, at the discretion of the Company, be suffered to remain on the Company's premises, or be placed in a shed or warehouse (if there be such convenience for receiving the same) pending communication with the Consignees, at the risk of the Owners as to damage thereto from any cause whatsoever. But the delivery of the goods by the Company will be considered complete, and all responsibility of the said Company shall cease, when such other carriers shall have received notice that said Company are prepared to deliver to them the said goods for further conveyance; and it is expressly declared and agreed that the said Midland Railway Company shall not be responsible for any loss, misdelivery, damage or detention that may happen to goods so sent by them, if such loss, misdelivery, damage or detention occur after the said goods arrive at said stations, or places on their line nearest to the points or places which they are consigned to or beyond their said limits.

11.—That all property contracted for at a through rate, or otherwise, to or from places beyond the line of the Midland Railway, if shipped by water, shall while not on the Company's railway, or in their sheds or warehouses, be entirely at the Owner's risk. In case of loss or damage to any goods for which this Company or connecting lines may be liable, it is agreed that the Company or line so liable shall have the benefit of any insurance effected by, or for account of the Owner of the said goods, and the Company so liable shall be subrogated in such rights before any demand shall be made on them.

12.—That no claim for damage to, loss of, or detention of, any goods for which this Company are accountable, shall be allowed, unless notice in writing, and the particulars of the claim for said loss, misdelivery, damage, or detention, are given to the station Freight Agent at or nearest to the place of delivery, within thirty-six hours after the goods in respect of which said claim is made are delivered.

13.—Storage will be charged on all freight remaining in the Company's sheds or warehouses over twenty-four hours after its arrival.

14.—That in all cases where goods are carried by the car-load, demurrage will be charged on every car not unloaded by the Owners or Consignees within twenty-four hours after the arrival of the car at destination, at the rate of two dollars per day, and for this the Company shall have the same lien as for freight.

15.—That the Company shall not in any case, or under any circumstances, be liable for loss of market, nor will they be liable for claims arising from delay or detention of any train in the course of its journey, or at any of the stations on the way, or in starting, and the Company do not undertake to load or send goods upon, or by any particular train, if there be an insufficient number of cars at any station, or that the cars cannot be conveniently used for the purpose, or if from any cause cars loaded at a station are unable to be sent on by the trains passing, or starting from such station.

16.—No less charge will be made for any single package or consignment than twenty-five cents.

17.—Live stock must be fed by the Owner, or at his expense, while in transit; and is taken entirely at his risk of loss, injury, damage, and all other contingencies, whether in loading, unloading, conveyance or otherwise, and under the conditions contained above. All live stock shall be carried by special contract only, and upon the following conditions of carriage:—

I.—The Owner of animals UNDERTAKES all risk of loss, injury, damage, and other contingencies in loading, unloading, transportation, conveyance and otherwise, no matter how caused.

II.—The Railway Company DO NOT UNDERTAKE TO FORWARD the animals by any particular train, or at any specified hour; NEITHER SHALL THEY BE RESPONSIBLE for the delivery of the Animals within any certain time, or for any particular market.

III.—When FREE PASSES are given to persons in charge of animals, it is only on the express condition that the Railway Company ARE NOT RESPONSIBLE for any negligence, default, or otherwise, on the part of the Company or their servants, or of any other person or persons whomsoever, causing or tending to cause the death, injury, or detention of persons with such free passes, and whether such free passes are used in travelling by any regular passenger train, or by any other train whatever.

When sent in quantities of less than one car load, live stock will be charged at per head.

18.—The charges on live stock and freight traffic must be paid before delivery; and this Company do not hold themselves accountable for the correctness of any monies charged as "back charges" on traffic, by other roads, companies, or individuals.

19.—Lumber, lath, shingles, &c., and tan-bark, will be conveyed at the Owner's risk, and charged at lumber rates, which are exclusive of loading and unloading.

20.—Vehicles, except when tightly boxed, will be taken entirely at the Owner's risk of damage from wet, fire, the weather and all other contingencies.

GEO. A. COX,
President and General Manager.

MIDLAND RAILWAY OFFICES,
PETERBOROUGH, Jan. 1st, 1882.

GENERAL INSTRUCTIONS TO FREIGHT AGENTS.

THE TRAFFIC DEPARTMENT is charged with the duty of arranging for, and superintending the transportation in and upon freight cars of all commodities delivered to the Company, according to the foregoing and following regulations and conditions, which are an epitome of the most important of the Company's regulations relating to live stock and freight traffic, and are printed in the present form for more easy reference. They are not, however, intended to supersede the more detailed orders which may from time to time be issued. Agents must make themselves, and the employees (especially new hands) under them, thoroughly acquainted with them, as no excuse can be admitted for any neglect thereof; and to **plead ignorance will only be considered an aggravation of any offence against them.**

RECEIVING TRAFFIC.

1.—No article of freight marked in the classification as "only taken when specially authorized," is to be received for transportation, without an order in writing from the General Traffic Agent.

2.—Agents are required to use their best endeavours to ensure the prompt loading and unloading of cars, in order to prevent their unnecessary *detention*. At Junction stations, personal effort must, by correspondence or otherwise, be persevered in, with the object of expediting the *return* of cars which have gone upon foreign lines. Car mileage *returns* and *instructions* must have prompt attention.

3.—No Agent of the Company, without available supplies, is authorized to agree to furnish cars for live stock, grain or other freight traffic, at any specified time. He must make requisition on the Superintendent or Assistant-Superintendent of his district for cars required, in the order in which Shippers have applied for them, and when received must distribute them in like manner, unless otherwise instructed.

4.—Property which the Agents of the Company do not consider worth the charges for freight *at forced sale* will not be received for transportation, unless freight on same is pre-paid. Property destined for stations where the Company have no Agent, **MUST BE PRE-PAID**, and receipted for at the Owner's risk of loss or damage from any cause, from the time of arrival or unloading at such station.

5.—Articles of freight of a dangerous or bulky character, as specified in the *classification*, must not be received for *places* where a portion of the route is by *water*, such as New York *via* Portland, Parry Sound, &c., as the steamers will not carry such traffic.

6.—GUNPOWDER between local stations, when specially authorized to be carried, can only be received under the following special regulations, and the *shipping receipt* should be endorsed as follows:—"If not taken delivery of by Consignee on arrival at.....station, it may be stored in *public magazine or licensed Gunpowder store* at Consignee's risk and expense."

First.—When received at stations, great care is to be taken to see that it is properly packed in *kegs*, the *kegs* again packed in strong *casks, boxes or magazines*, and that each package is properly addressed and marked "Gunpowder."

Second.—It must not be allowed to remain in the freight *warehouse* and Agents when loading it must see that it is placed in a good grain car, with the door and each opening *securely battened up* so as to prevent the *possibility of sparks* getting into the car.

Third.—A regular Gunpowder label must be put on the car, the Conductor of the train notified of its number, and told that it contains Gunpowder, so that he may see it placed at the rear of the train by which it is conveyed, and take all necessary precautions on the journey; the Conductor must give a receipt for the car before it leaves the station.

Fourth.—Receiving Agents must be very particular in unloading Gunpowder cars, and must when practicable have the Gunpowder delivered to Consignees the day it arrives; they must also have the packages carefully watched while they remain at the station; and in case unavoidable circumstances should necessitate the Gunpowder remaining over night, they must if possible deliver it to a *public magazine or licensed gunpowder store* in the vicinity, subject to storage charges to be paid by the Owner. If there is no *public magazine or licensed gunpowder store*, near the station, care must be taken to see it securely placed, *away from the Company's buildings* in case of accident.

Fifth.—The *law* requires *kegs* of Gunpowder to be securely packed in strong *casks or boxes*, and on each *cask or box* on both ends or on both sides marked the word "Gunpowder" in large letters. No *combustible* materials must be used in the packing of said *casks or boxes*. The *law* also requires that no person whatever, handling Gunpowder, shall have on his person or clothes, any *lucifer matches* or other substances of a *dangerous or inflammable* nature.

Sixth.—Gunpowder must not be accepted at any Station at an hour that would preclude the Agent from shipping it on the same day it is received.

Agents must not receive Gunpowder for transportation over other Railways, without first obtaining an order in writing from the General Traffic Agent.

Nitro-Glycerine, or Compounds containing Nitro-Glycerine, Dynamite, Dualline, Gun Cotton, Giant Powder, Hercules Powder, Rend Rock and like explosive compounds, must not be received or transported.

Seventh.—Explosives of any description must only be received for shipment when accompanied by a certificate from the shipper that the same are not liable to explode through concussion.

7.—Articles of freight tendered for transportation, must be properly packed in secure packages, and legibly marked with the name or distinguishing mark of Consignee, and destination. Goods in paper bundles must not be considered as properly packed. *Printing or wrapping paper* in bundles may be received, at "Owner's risk of chafing." Liquors, oils, varnish, &c., in cans, demi-johns or jugs, must be packed in kegs or boxes. Marking with chalk or on paper labels is not sufficient for safe transportation. Agents must decline to receive goods until the preceding regulations are strictly complied with, unless the words "only received at risk of Owners, being insecurely packed," or "insufficiently marked," as the case may be, are inserted upon the receipt given to Consignor. When property is packed in second-hand boxes, barrels, &c., the original marks or address must be completely obliterated, unless then so consigned upon shipping papers.

8.—All packages will be subject to charge for *cooperage*, if such is necessary.

9.—Agents must require Consignors to furnish the necessary shipping papers, viz:—*consignment note and receipt*, on the Company's form, upon which are to be entered the following particulars:—

a.—The name and address of the Consignee.

b.—The Railway station or other place to which the property is to be sent, and when such place is not on the line of the Midland Railway, the Midland Railway station to which it is to be sent, and (when possible) the particular route by which it is to be forwarded to destination.

c.—The number and description of each kind of package or article offered for carriage, and the various marks upon each

10.—Receipts must not be given for property until it is in the Company's possession, upon its cars or in its warehouses, unless where the Company performs cartage, but this does not cancel instructions as to flour, grain and bulk traffic, (see paragraph c.) Before receipting for property, Agents must carefully count and check each article to see that it agrees in every particular, with the entry upon the *consignment note* that is signed by the Consignor, and afterwards compare it with the *receipt form*, to see that they agree in every respect; should they not agree, Consignor must be required to amend them. Agents must carefully examine packages damaged, or containing articles liable to damage or pilferage, and satisfy themselves that they have not been tampered with, and further be careful to see that the following regulations are observed.

a.—That the name of one Consignee alone is given, and when freight is consigned to the *Order of any Bank or firm*, that the receipt simply reads—

"Order of Bank of —, Montreal," or "Order of Smith, James & Co., Montreal." To ensure prompt delivery the words "notify—" should be added.

Freight charges upon live stock consigned to order must be prepaid.

b.—That all articles noted on the classification or tariff at "Owner's risk" are so marked upon the receipt, and that shippers understand those conditions.

c.—Flour, grain and other bulk traffic offered in car loads or larger quantities are not to be receipted for until loaded upon the cars, unless with a remark inserted:

"At Owner's risk until cars can be obtained to send it forward, and subject to such rates as may be in force at date of shipment," and the property must actually be in possession of the Company.

d.—That freight received from any connecting railway, steamer, &c., is receipted for as—

"Received subject to the general conditions of carriage endorsed on the usual receipts for goods given by the Midland Railway Company."

e.—That property received in bad condition from any connecting railway, steamer, &c., is first carefully weighed, and the exact weight and precise condition of the articles inserted upon the receipt. General terms such as "bad order," "loose condition," should not be used.

f.—Shipments of Flour to all places where a portion of the route is by water, must be receipted for as "Not accountable for weights."

g.—Coal Oil, Varnish, Spirits of Turpentine, Camphor, Benzine, or any other burning fluid or like freight, must not be accepted for carriage in tin packages, unless such packages are securely boxed in wood.

h.—That freight loaded by Owners, when the quantity is unknown, such as grain in bulk, live stock, lumber, &c., &c., is receipted for as "more or less," and if cars are considered to be overloaded, "subject to extra charges for overloading," or if the car or cars ^{is}_{are} detained, "subject to \$—for demurrage," in the paid on column.

i.—The term "Shippers Count" has been much misapplied. While it is quite right to receipt for Potatoes, Hay, Pig and Scrap Iron, Coal, Plaster, Lime and Grain in bulk, at "Shipper's weight," or "more or less," or "said to weigh," and Lumber of all kinds, Common Bricks, &c., at "more or less," or "Shipper's count," or "quantity unknown," receipt must not be given at Shipper's count for Barrels of Apples, Barrels of Flour, Grain in bags, Dressed Hogs and such like, as they admit of being counted easily. Bags of Grain must be receipted for "said to weigh," but the bags themselves must be counted by both sending and receiving stations.

j.—For Freight shipped to Europe via Montreal, Portland, Boston, or New York, the proper Ocean Bill of Lading form must be used according to special instructions issued from time to time by the General Traffic Agent, and the greatest possible care, must be taken in making out these Bills. Bills of Lading for each route must bear their own consecutive numbers. The description and contents of packages must not be specified, but the

Bill of Lading must read so many packages "said to contain" Lard, Cheese, &c., and in the case of Grain in bulk, the words "more or less," "said to be white wheat," or "fall wheat," must always be used in regard to quantity or grade. This restriction does not apply to *Invoices of Value required by the Customs Regulations*. Agents must see that these documents state the exact kind and quantity said by Shippers to be sent forward, *without any qualifying remark*.

k.—For grain consigned to the Midland Elevating Company's elevators at Toronto, Midland, Port Hope or Belleville, shipping note receipts, printed in red ink, form No. 333, are to be used.

l.—For all other freight the usual shipping note form No. 164, must be used.

m.—That a release form in duplicate (form No. 300) is first obtained, for all *household goods and furniture* shipped; that each article is marked with the Owner's name and destination, and entered separately on the *shipping bill*, and if to be delivered to a connecting line, that the charges through to destination are prepaid, unless specially authorized to the contrary, or else the articles *simply consigned to a Midland Railway station* and the Midland Railway freight pre-paid.

11.—No person except the Station Agent is to sign receipts for live stock and freight, unless duly authorized, and when so authorized, must sign his name *in full*, for the Agent. Agents must not receipt for property consigned to particular depots, sidings, switches, &c., upon this or foreign lines, unless authorized by the General Traffic Agent.

12.—When goods are carried at an authorized *special or through* rate, on or beyond the Midland system, Agents may enter the same upon the receipt given to Shipper, but in all such cases they *must sign* their name immediately *below the rate*, particularly specifying the station to which the rate is applicable, and must be careful to guard against special rates being used for a less quantity, higher class of traffic, or a longer period, than authorized. Special rates issued for live stock, grain, flour or lumber, must not be used for other traffic carried at live stock, grain, flour or lumber rates, unless so advised.

13.—Freight rates upon goods in transit through or consigned to points in the United States, are subject to *customs charges*, unless specially advised to the contrary. Agents in quoting rates, or accepting pre-payment of freight upon such traffic, must endorse the remark "exclusive of customs charges" upon the shipping receipt ^{and} acknowledgment of payment.

14.—The consignment note signed by the Shipper, must be carefully filed away for reference, in case it should be subsequently required.

15.—When Shippers of grain in bulk require the quantity ^{and} or quality to be described, it must be receipted for as "more or less" as to quantity ^{and} or weight, and "said to be" as to quality ^{and} or description, or it cannot be accepted for transportation. No such clause permitted upon shipping receipts or Ocean bills of lading as—"identity of grain to be preserved ^{and} or guaranteed."

16.—The Company reserve the right to discharge grain in bulk at the expense of the Owner into the *elevators* at Toronto, Port Hope, Belleville, Midland, or other points at which they may be provided, immediately on arrivals of cars at those stations, as consigned.

17.—No *advance* charges are to be paid on traffic, excepting such as are incidental to the transportation thereof, and in *no case* must Agents advance as freight charges, a greater amount than the goods would be worth at forced sale at their destination, less the Midland Railway freight, unless by special authority from the General Traffic Agent.

18.—Agents must be specially guarded, in advancing charges on goods in bond, to make sure that in case of a sale they will realize the value of customs duty, in addition to the amount of advanced charges and the Midland Railway charges to destination, as the practice of the Customs Department, in cases of bonded goods being left upon their hands, is to sell them, deducting from proceeds amount of duty, and handing over only the balance, which usually is little or nothing, to the Carrier. If, when making advances on property of this description, agents have any doubt that all charges (including duties) could be realized at a sale, they must obtain a guarantee for payment of advanced charges from Shippers or Carriers delivering Freight.

19.—The charges on all articles of Freight marked to be pre-paid in the classification, and on all such articles as Agents may deem not worth the carriage at a forced sale, must be pre-paid before Receipt is given.

20.—The Company do not agree to deliver live stock or freight traffic within any stated time. Agents must be careful not to give receipts containing such a guarantee, or promise Shippers delivery at any particular time.

21.—Traffic for Europe or points beyond the sea, via Montreal, Point Levi and Portland, must not be accepted for transportation, unless shipped under Ocean or through bills of lading, without written authority of the General Traffic Agent. Export traffic via Montreal, Point Levi, and Portland, consigned under Midland Railway local receipts, must only shew Montreal, Point Levi or Portland, as the case may be, as destination. There is no objection, however, to export traffic being consigned to the care of Steamship Agents there under local receipts. When authorized to issue a local shipping receipt for European traffic, Ocean bill of lading must not, under any circumstances, be issued until the said local receipt is surrendered, and it must then be cancelled by writing across the face—"cancelled by Ocean bill of lading number—, date—," and filed with the Ocean bill of lading.

22.—Agents must advise Shippers that stoves cannot be used in cars containing perishable traffic without a man in charge. Passes issued in connection therewith must be made "not valid upon passenger trains," unless otherwise authorized in writing by the General Traffic Agent.

23.—Agents must render shippers every assistance in making out the necessary papers required by the Com-

pany's regulations; at the same time they must as far as practicable have them made out in their handwriting, so that there can be no pretence of Shippers having signed them without being fully aware of their contents.

24.—Goods tendered for transportation to Flag Stations, or stations at which there are no agents, must be prepaid, and consigned by shippers and receipted for as follows:

"In consequence of the Midland Railway Company having no Agent at above Station, they are not to be held responsible in any way after the goods are put off the train, or for delivery of same to consignee or owner."

Way Bills of such Freight must be left at the first Station having an Agent beyond where the goods are left. Conductors taking Freight from a Station where there is no Agent must report the same at the first station where there is an Agent, when a Way Bill must be made at the rates named in the Tariff from the point whence the Freight was taken.

THROUGH BILLS OF LADING.

25.—The following Instructions must be observed in the issue of Through Bills of Lading for direct Shipment to Europe.

a.—Agents issuing Through Bills of Lading must hand two of them signed to Shipper, and must fill them up so as to clearly shew that three, and only three, original Bills of Lading have been issued, one of which being accomplished the other two to stand void.

b.—One signed Bill of Lading, shewing Car numbers and initials, and Through Rate and Divisions, must be sent by First Train, to the General Traffic Agent, together with nine unsigned copies, five of the latter being tissue copies.

c.—Blank Bills of Lading will be supplied from the Office of the General Traffic Agent.

d.—Note carefully clause 10 of instructions, paragraph j.

FREIGHT LOADED AND UNLOADED BY THE COMPANY.

26.—Examine carefully the condition of all cars before loading, and see that they can be securely fastened. Goods liable to damage must not on any account be loaded in cars with leaky roofs. The numbers of cars with leaky roofs or otherwise damaged must be promptly reported to the Car department for repairs. Grain and other merchandise liable to damage, must not, under any circumstances, be loaded in cars which may have been improperly used, or tainted with the smell of coal oil, &c. Vitriol and other acids must not be loaded into box cars with general merchandise. Petroleum, gunpowder, and like substances of a combustible nature, must not be unloaded into the Company's warehouses.

27.—All freight carried by actual weight must be weighed before being loaded.

28.—Freight is not to be mixed in loading; each lot must be kept separate. If freight for more than one station is loaded in a car, that to be unloaded first must be put into the car last. See that all goods are carefully handled and loaded; that bales of cloth, and articles of similar description, are so placed that there may be no possibility of damage by friction, through chafing against hard substances, put too near them without proper protection. Casks or barrels, containing oil, tar, molasses, syrups, liquors, or other articles subject to leakage, must be loaded on the bilge, bung up, securely blocked, and when practicable in separate cars from, but when placed in cars with other merchandise, put as far as possible from the packages liable to damage. All traffic must be checked as it is loaded ^{into} or unloaded from the cars. Agents will be held responsible for loss or damage caused by rough handling or want of care.

29.—To avoid unnecessary transshipment at Junction stations freight for places on different divisions should be loaded as far as possible in separate cars, and in the case of the Midland division, freight for stations north and south of the Junction station should, when practicable, be loaded in separate cars.

30.—Coal oil, or empty coal oil barrels, must only be loaded in box cars, marked petroleum, on platform or in cattle cars. (Box cars, other than those marked petroleum, must *not* be used for such traffic.) Cattle cars must be kept clean, and never sent away empty or loaded in a dirty state. Box cars must also be cleanly swept before being used for merchandise or other traffic.

31.—To save unnecessary haulage of cars, Agents must use discretion and economize their use as much as possible, never sending one with a small lot of freight that cannot be readily unloaded after arrival, and without inconvenient detention of the train. Machinery or such like traffic must not be loaded on platform cars beyond the width of the car, and the height must not exceed nine and a half feet from the floor of the car. Anything higher than this will not clear the bridges.

NOTE.—Cars containing traffic for California and other points upon the Union and Central Pacific Railroads, and British Columbia must not be loaded over 22,000 lbs., and for Northern Pacific Railroad or North-West Provinces above 24,000 lbs.

TRAFFIC LOADED AND UNLOADED BY OWNERS.

32.—The Company reserve the right to load and unload all cars, charging the expense of the same upon the traffic, when such is not provided for in the rates entered in the tariff. Agents must not agree to stop cars at an intermediate station for the purpose of completing load, upon a through rate from their station.

33.—When cars supplied to Shippers are detained over the regulated time, demurrage according to the Company's regulations must be enforced, the amount being entered upon both the shipping receipt and way-bill in the paid on column.

34.—The greatest possible precaution must be taken to prevent cars being over-loaded. The tables which are annexed, and the classification of lumber, will enable Agents to estimate the weight loaded upon cars; but in cases where they consider Shippers have over-loaded them, they will enter upon the receipt "subject to extra charges for over-loading," and upon the way-bill "receiving or other station to check weight." Track Scales have been provided at Belleville, Toronto and Port Hope.

35.—Agents must in all cases see that, when cars are loaded by Shippers, the traffic is sufficiently secure to be hauled without moving or falling off, as they will be held responsible for all accidents arising from bad loading at their respective stations. When authority is given to load timber, spars, &c., Agents must see that they are securely roped or chained, and when projecting too far over the end of the car, that a guard car is used and charged for at one half rate unless otherwise advised.

36.—In no case must a package of merchandise be put by Agents, or allowed to be put, into a car loaded with grain in bulk.

37.—Live Stock must be loaded and unloaded at the expense and risk of Owner, in car loads or otherwise, and should as far as practicable be accompanied by a man in charge. Horses must not be otherwise accepted in less than car loads. When less than a car load, the party in charge must purchase a second class ticket. Where it is authorized to give passes to men in charge of live stock, Agents will do so on the proper form, taking the signature of the man in charge on the back of the pass, and witness it. No other form of pass is to be given. Passes to drovers and parties in charge of live stock and perishable freight must not be issued beyond Midland Railway Junction stations, except where specially authorized to the contrary. Where the receipt is given for more than one car of live stock, the numbers of all the cars must be entered upon the pass. Any one lot of 1, 2 or 3 cars belonging to one person will be entitled to a pass for one man; a lot of 4, 5 or 6 cars, for two men; 7, 8, 9 or 10 cars, for three men; over 10 cars in one lot, for four men. Return passes are not to be given, unless specially authorized by the General Traffic Agent. Cattle and hogs ^{and} sheep must not under any circumstances be loaded in the same car, unless each description is partitioned off. When Shippers half or quarter deck a car, the full rate for a double deck must be charged. Race horses, stallions, blood or other valuable live stock, must, for the purposes of transportation to or through the United States, be declared on consignment note and shipping receipt as not exceeding \$100.00 in value each for horses and horned animals, or \$10.00 each for sheep and hogs, otherwise they cannot be accepted. If Shippers desire to protect themselves against accident for a higher value they must do so in some other way.

38.—Live stock receipts must invariably be collected from Owners or men in charge, before the live stock is delivered up.

39.—Agents will note, that when Shippers desire to consign their live stock with the privilege of its being stopped off for sale or otherwise at an intermediate station, except for feeding purposes as noted below, there will be an additional charge of \$5.00 per car. This additional charge must be added to the through rate, to cover the terminal expense, and way-billed in the "net freight" column, with a remark "additional charge for privilege of having car stopped at". When delivery is taken at an intermediate station, the Agent there must telegraph the Auditor at Peterborough, stating number of car stopped, place from, and amount collected; and also write to him enclosing the original way-bill, with the receipt for the live stock given by the forwarding Agent. The current rate must be charged by the station at which the live stock is stopped. The amount collected must be entered in the cash book "to wait debit way-bill," for which the Auditor will give instructions to be sent. Cars not way-billed from point of shipment with privilege of stopping at an intermediate station, must go through to destination, unless specially advised to the contrary by the General Traffic Agent, in which case the additional charge must be collected if the live stock has been stopped off at a prior station, except at feeding stations. Above extra charge is not to be made on live stock stopped off FOR FEEDING PURPOSES ONLY.

STRAY FREIGHT, TRANSFERRING FREIGHT, &c.

40.—When loaded cars are left at stations for the property in them to be transferred into other cars, a note must be made on the way-bills (by the Agent at transshipping station,) giving the date and name of the station where such transfer has been made, with the number of the car ^{into} or ^{upon} which the property was transferred, and the Agent must sign his name in full. If the goods do not tally as way-billed, note the difference plainly on the way-bill, and report "shorts" or "overs" to the General Traffic Agent, as instructed on proper form.

41.—When stray Freight or Freight destined for any station is unloaded at another station, and way-bills not left it must be forwarded to destination without unnecessary delay, and billed on a regular way-bill free, to the order of the General Traffic Agent, giving number of car loaded from, station forwarded from (when known,) and name of Conductor, and reported on "Over Report" to the General Traffic Agent.

42.—Whenever, from any cause, freight is transferred from one car to another, the number and initial of the car from which the transfer is made must be noted on way-bill.

43.—When bonded goods in transit through Canada, have from any cause to be transferred on the journey, and the car seals broken, a declaration as per form annexed to these instructions, must accompany the way-bill, stating why they were transferred. This is necessary to satisfy the Customs authorities, who may otherwise stop the cars upon arrival at the frontier port or port of entry.

Form of Declaration Referred to Above.

I, (A. B., Conductor of the M. R. Co.) do hereby declare that car No. (5762), laden with (400 bushels of corn, or general merchandise,) in transit from (Midland) to (Portland) and sealed with car seals Nos. (156 and 157), became disabled at (Lindsay), and that the said car seals were broken by me and the _____ contained in the car

as prescribed in the accompanying way-bill transferred to car (4768) [excepting (here detail the articles,) which were destroyed or burnt ;] and car (4798) sealed with car seals (249 and 351.)

*Declared before me,

(Place and date.)

(Signature.)

(Signature.)

44.—At stations where goods are transhipped, or at Junction stations, a transfer book is to be kept in which all through way-bills for goods transhipped are to be entered, shewing the date when the goods arrived, date forwarded, also the No. of the car into which they were transhipped, with an explanation of detention, if any.

SEALING CARS.

45.—The following regulations are to be strictly observed in regard to sealing cars passing from one place in the United States through Canada to another place in the United States ; also cars containing freight in bond from Canada passing through the United States for export to British territory, or for appraisement at a place beyond the U. S. frontier port, also for European and other foreign goods consigned to Canada in transit through the United States.

First.—All box cars loaded with such traffic are to be sealed, and below are particulars of the seals now used.

a.—Cars with bonded goods loaded at a United States Customs port for another United States Customs port are sealed by U. S. Officers with wire and lead, with brass tag attached.

b.—Cars with Canadian goods for British Provinces when passing through the United States are sealed by U. S. Officers with wire and lead, with brass tag attached.

c.—Cars with Canadian goods for Portland and Boston, or for export via Portland or Boston, under seal from Coaticooke, are sealed by U. S. Officers with wire and lead, with brass tag attached.

d.—Cars loaded with domestic goods in the United States, and passing through Canada to another point in the United States, are sealed by the United States Officers, at frontier ports of entry with wire and lead.

e.—Cars with bonded goods from a Canadian frontier port of entry to an interior port of entry are sealed by Canadian Officers with car lock and glass seals. The upper marks and numbers on seals will designate the station where they are put on, the lower numbers being for Canadian Customs Officers to be governed by while the cars are in transit ; except that at Point Edward goods in bond for a Canadian port are sealed by the Canadian Customs with tin and lead, the present mark being ²⁵/₁₇₃.

Second.—The Customs Officers of the Canadian and United States Governments keep a record of all the marks and numbers on both sides of the cars. Their records can be compared with the Agents', in case of error being made on the Customs manifests, or in case of wrong numbers being taken by the Agents.

Third.—When cars have been opened for transferring traffic for any purpose the numbers of the seals on the cars must be taken before they are broken, and the instructions in clauses 42 and 43 carried out. When traffic is loaded into another car, it should be sealed at once with the station seal where it was transferred or the car opened, and a note of the Nos. of the new seals put on the car in which the goods are forwarded must be made on the way-bill and manifest, also any other remarks in regard to goods damaged, short or over, when transferred, which the circumstances may render necessary. Car seals must not be broken at any station until a record is made of the marks and numbers of each seal, which should also be inserted on the way-bill at the time for future reference, and in case the cars are sealed with Customs seals, it shall be necessary, unless otherwise instructed, to have the Customs Officer present, and have him take the numbers before the seals are broken and the car opened. (See clause 43.) Cars with bonded traffic should bear a Customs label.

Fourth.—The seals must be kept in the hands of a reliable man, under lock, and must not be exposed so that any person may have access to them. Agents must be particular to see to this, as it is of the utmost importance that no one should be able to obtain possession of these seals without the knowledge of the Agent. To open the locks when the cars are sealed it will be necessary for the seal to be broken with the proper instrument for the purpose, and the small bolt under the glass pushed down until it will clear so as to let the lock be opened.

Fifth.—Agents are particularly requested to see that great care is used in preserving the locks from getting broken or damaged, and that the glass seals are not unnecessarily used, as their great expense renders it necessary that the utmost caution and economy should be exercised.

46.—On all loaded cars passing from one station to another in Canada, the common lead seal must be used, and Agents must see that the following instructions are carried out :—

First.—That a proper seal press is used.

Second.—That the seal is properly fastened, so that it cannot fall off in transit.

Third.—That the impression on the seal is legible.

Fourth.—That every precaution is taken to prevent the dies used for sealing being injured ; they must be kept when not in use in a secure place, and no one must have access to them except the Agent or other person whose duty it is to seal the cars.

Fifth.—In case any of the dies are destroyed, or not in condition to make the impression sufficiently legible, Agents must at once apply to the Storekeeper at Peterborough, for another and report the matter to the General Traffic Agent.

*To be declared before a Justice of the Peace only when required by United States Customs authorities.

CUSTOMS REGULATIONS.

47.—Agents and others must strictly carry out instructions as to Customs regulations. Special instructions upon the carriage of live stock between the United States and the Dominion of Canada must have the most careful attention. See regulations as to cleansing of live stock cars, &c.

48.—The several stations where the United States and Canadian Customs authorities examine goods with a list of the documents required by those Officials, are given below. Agents will be held personally responsible for having all the necessary Customs documents and invoices of value forwarded with promptness and regularity, and Agents at forwarding Junction stations must also see that Customs regulations are complied with before cars from connecting railways leave their stations. As any omission or irregularity in the despatch thereof will always lead to the detention of cars, no excuse can be taken for neglect in this respect.

49.—Canadian goods forwarded for exportation where there is a Custom house or Customs Officer must be reported on Canadian Customs entry outwards Form No. 563. From stations where there is no Customs Officer, Agent must prepare and forward a Canadian Customs report outwards R. R. M. 4. form 563, signed by him on the part of the Company, one for each car, attached to the way-bill for the Canadian frontier port. The actual destination and the measurement of all grain, &c., in bushels; net weight of wool, butter, lard, cheese, and meat of all kinds; numbers of barrels of pot and pearl ash; separate number of furs, hides, &c.; the board measurement of lumber (cubic or superficial;) shingles, clap-boards and staves in thousands; laths in cords; also the value per bushel, pound, gallon, barrel, cord or thousand; name of Shipper and destination; further, whether the goods are the produce of the Dominion or not, and the number of the Crown land certificate for lumber, timber, &c., exported from Canada must be shewn. *Invoices of value should invariably be made out in the same definite manner.* Domestic goods consigned to be forwarded in transit through the United States, for the Lower Provinces *via* Island Pond, &c., or Manitoba and North-West Territory *via* Port Huron, do not require these Customs documents.

50.—On arrival of train at the Canadian frontier port, the Agent will be required to hand the Customs Officer the said outwards reports after checking them with way-bills, and as soon as possible after make one entry outwards for the said goods on that train (mentioning it by number,) which he should be authorized by power of attorney to pass at Custom house.

51.—Ontario and Quebec shippers of domestic goods, for transportation through the United States to New Brunswick, Nova Scotia, Manitoba, or British Columbia, will require to furnish Consignees with a certificate, shewing that the article is the produce ^{and} manufacture of the Dominion. The certificate should be signed by the Collector or Chief Officer of Customs nearest to point of shipment.

52.—Shippers should be advised by Agents to take out U. S. Consul's certified invoices of value for all goods, &c., exported to the United States, at the nearest U. S. Consulate or Commercial agency. For further particulars see Customs regulations. Shippers of lumber exported to the United States must be careful to shew the exact quantity of each quality of the same kind of lumber, and the separate value thereof, in each car, and if different kinds of lumber are loaded on the same car (which is never to be done if it can be avoided,) the different kinds and qualities must be loaded separately, and so invoiced. Invoices of value for live stock exported to the United States must shew the sex, colour, age and height of each animal, in addition to the value.

a.—Agents authorizing M. R. agents at U. S. Consular stations, to take out U. S. Consul's certified invoices of value, must previously collect the Consular fee and 50 cts. commission charge, and authorize re-charge of the total amount. Should cases arise where M. R. Agents at Frontier Ports of Entry, have to request Agents at U. S. Consular stations to procure these documents, and are unable to previously collect such amounts, they must note them fully upon the original way-bill of the property, and attach re-charge way-bill, to enable the M. R. Agent at Junction station or destination to collect.

b.—In consequence of delay to cars at U. S. Frontier Ports of Entry, it has been found necessary to stipulate upon the Company's receipts, issued for freight consigned to the United States, that a demurrage charge of two dollars, per car, per day, will be made, if cars are so delayed through irregularity in, or waiting invoices of value or funds to pay duties.

c.—U. S. Consul's certified and plain invoices of value of European and other foreign or Canadian goods, to be entered at Port Huron Custom House, must be sent under cover to the Junction Agent with directions considered necessary as to bonding or payment of U. S. duties. See Customs regulations.

53.—Agents must not forward spirits to the United States, except in accordance with the following regulations:

Casks of distilled spirits (except arrack and sweet cordials) must contain ninety gallons. Casks of brandy must contain fifteen gallons. Brandy or other spirituous liquors in bottles must be packed in cases, containing not less than twelve bottles.

54.—Invoices of value should shew, and separately, the cost of teaming, loading, &c., incurred after the property is purchased, or a remark inserted that all dutiable charges are included.

55.—When freight is forwarded for the Western United States separate cars should, as far as practicable, and separate Customs manifests must, be used for all rail, and rail and lake traffic.

56.—As the Customs regulations in regard to live stock and freight traffic are subject to alteration, Agents must keep themselves well informed upon all orders, which may be issued from time to time. The following are the latest:—

UNITED STATES CUSTOMS REGULATIONS.

Invoices of Value of Goods Exported to and beyond the United States, must shew the marks and numbers, description of, quantities and value in each package, and of each car separately.

Agents, unless otherwise advised, must demand Invoices of Value for traffic consigned to or beyond the United States, previous to cars being supplied.

Each Shipment of Merchandise to the United States must be accompanied by an Invoice of Value Certified by the United States Consular Officer, or Commercial Agent nearest the place of purchase for shipment. To this rule there may be made the following exception, viz :—

In cases where the amount of the Invoice is under \$97 in value, and the neglect of the Shipper to procure a Consular Certificate is unintentional, or would be attended by unreasonable delay and expense. Form 334 can be used.

For Household Goods and Emigrants' removals Owners must appear before *any* United States Consul or Commercial Agent, and make oath upon Special Form No. 334, one of which must be handed to you before the Shipment is accepted.

To avoid delay at Frontier Port of Entry, Shippers should use M. R. printed Form No. 564, same as for goods not equiring U. S. Consul's certificates, altered excepting when via Portland, as below :—

Invoices of Value without United States Consul's certificate, may be accepted for goods passing in transit through the United States, when so consigned upon Railway shipping papers, using Form No. 564, altered as under:

1st.—*Via Port Huron* (Fort Gratiot,) for the Province of Manitoba and British Columbia, altered to Port Huron, Mich., &c.

2nd.—*Via Black Rock*, for Europe, Brazil, and the West Indies, altered to Buffalo, N.Y., &c.

3rd.—*Via Rouse's Point*, for Europe, Brazil and the West Indies, altered to Rouse's Point, &c.

4th.—*Via St. Albans*, for Europe, Brazil, West Indies, &c., altered to St. Albans, &c.

5th.—*Via Island Pond*, for Lower Provinces, *via Danville Junction*, altered to Island Pond, &c.

6th.—*Via Portland*, for Europe, &c., use Form No. 564.

7th.—*Via Portland and Boston* under Seal from Coaticooke, for Europe, Brazil, West Indies, Lower Provinces, &c., use Form No. 564.

8th.—Alter name of Agent as well as Port of Entry in all cases.

"Port of Boston, Mass., consigned to——" (*enter names of Boston Consignees who have agreed to pass entries at Custom House there.")

NOTE.—Cars with Live Stock from Canada to be fed, &c., at Island Pond, Vermont; and Fruit, Cheese, &c., for which stoves are used to protect same from the weather, require U. S. Consul's Certified Invoices of Value, worded same as Form No. 564, for Customs Entry at Island Pond. A violation of this rule will in all cases subject the Company to inconvenience, if not liability to claim for damages, and, when Fruit, Cheese, &c., are for Export, to a charge of \$5.00 for U. S. Consul's Certificate of Landing, which will be charged to the Station at fault.

Invoice of Value Forms may be had upon application to the Stationery Department.

Invoices of Value must be forwarded in Value Letters to Junction Agents by first Passenger Train after shipment is made, except for Live Stock and Perishable Freight Traffic, and for all Traffic from Stations within 50 miles of the Frontier Port of Entry, through which Goods are to be exported, in which cases Invoices of Value (unless they can be forwarded by a preceding Passenger Train,) must accompany cars, and receipt be taken from Conductor of Train.

Manifest No. 563 must be made out and attached to each way-bill separately.

"United States importations of Live Stock and Perishable Freight, with or without parties in charge, must be entered for consumption at the first Custom Port of Entry, except Live Stock and Potatoes for Portland, which may be forwarded under seal from Coaticooke, if so consigned, you must advise Shippers to provide funds for the payment of duties."

Live Stock and Perishable Freight *in transit* through the United States may be bonded as heretofore.

For Box Cars containing Goods in Bond to pass under Seal, via Port Huron (Fort Gratiot,) U. S., Consular Manifests in quadruplicate, shewing marks and numbers, description of, quantities in, and value of each package, and contents of each car, separately, must be made out, but only one of the Forms will accompany the car attached to the way-bill, the others will be retained and distributed at the United States Consulate.

UNITED STATES CUSTOMS POWER OF ATTORNEY.

When United States Consul's Certified Invoices of Value are not made out, consigning the property to either of the parties named below, request Shippers to immediately notify Consignees to appear before the nearest Collector of Customs, or Notary Public, and make out a Customs Power of Attorney in his or their favor, as the case may be, otherwise cars will be delayed for Customs Entry, unless Consignees prefer to make their own entries, and will do so upon arrival of cars. Invoices of Value, consigned "Care of" Agents at Frontier Ports of Entry, cannot be used by them without Customs Power of Attorney.

FOR	NAME.	OF	COUNTY OF	STATE OF	PORT OF
PORTLAND	John Main ..	Portland	Cumberland..	Maine	Portland.
ISLAND POND	John Reeve...	Island Pond..	Essex	Vermont....	Island Pond ..
ST. ALBANS.....	J. S. Story ..	St. Albans..	Franklin	Vermont....	St. Albans....
ROUSE'S POINT.....	Myers & Co..	Rouse's Point	Clinton	New York...	Rouse's Point.
OGDENSBURG	Frank Owen.	Ogdensburg..	St. Lawrence	New York...	Ogdensburg ..
BUFFALO	J. S. Ham- mond....	Buffalo	Erie	New York...	Buffalo
For New York, Lake Erie, and West- ern R. R. Traffic.....					
BUFFALO	J. A. Barton..	Buffalo	Erie	New York...	Buffalo
For Merchants Despatch Freight Traffic }					
BUFFALO	S. S. McCrea.	Buffalo	Erie	New York...	Buffalo.....
For all other Freight Traffic <i>via</i> Buffalo }					
PORT HURON	F. Granger ..	Port Huron...	St. Clair....	Michigan	Port Huron...
NEWPORT	F. Sherman...	Newport	Orleans	Vermont	Newport.....

PAYMENT OF U. S. DUTY, &c.

As far as practicable, Shippers should insert upon Invoices of Value, whether Agents at U. S. Frontier Ports of Entry are to pay Duties upon Goods or forward them in Bond to destination; if the former they should be supplied with United States Treasury Notes or coin of full value. Silver pieces under a dollar are not accepted, except for the fractional part of a dollar, for that purpose. When rate of Duty is *ad valorem*, add $2\frac{1}{2}$ p.c. to value before computing. Use no fractional part of a dollar, for 50 cents or over add one dollar, and cancel cents under 50 cents. Agents at Forwarding Stations will accept Deposits in current funds, and afterwards advise Agents at U. S. Frontier Ports of Entry upon Way-bills, giving full particulars, that said amounts may be advanced to Collector of Customs, as instructed by Treasurer. Agents at U. S. Frontier Ports of Entry must promptly communicate with Consignees, at points not Inland Customs Ports of Entry, when not previously authorized by M. R. Agents to pay Duties. Cars should not be delayed.

U. S. FREE GOODS.

Invoices of Value of Goods imported into, and for Consumption in, the United States, require U. S. Consul's Certified Invoices of Value, same as if the Goods were subject to U. S. Duty. Live Stock imported for Breeding Purposes also requires them.

GOODS SENT TO U. S. FOR REPAIRS.

Agents at U. S. Frontier Ports of Entry will give Repair Bonds, for the return of Goods to the U. S. Port of Importation, upon being indemnified against loss, and authorized to do so upon Invoices of Value, otherwise Goods will be subject to Consumption or Bonded Transportation Entry same as other U. S. Importations.

U. S. GOODS RETURNED.

Manufactures and Products of the United States, when returned to the United States under Free Entry, require Invoice of Value, U. S. Collector of Customs Export Certificate, showing route and date of Exportation to Canada, also Canadian Report Inwards signed by the Collector of Customs at Port of Entry and authenticated by nearest U. S. Consul or Commercial Agent.

U. S. INLAND CUSTOMS PORTS OF ENTRY.

VIA PORT HURON, (Fort Gratiot):—Detroit, Mich.; Pittsburg, Penn.; Chicago, Ill.; Indianapolis, Ind.; St. Louis, Mo.; Milwaukee, Wis.; St. Paul, Minn.; Cleveland, O.; Toledo, O.; Cincinnati, O.; Louisville, Ky.; San Francisco, California.

VIA BLACK ROCK AND BUFFALO:—New York City; Jersey City, N.J.; Rochester, N.Y.; Albany, N.Y.; Cleveland, O.; Philadelphia, Penn.; Pittsburg, Penn.; Baltimore, Md.

VIA PRESCOTT:—Ogdensburg, N.Y.

VIA ISLAND POND:—Bangor, Me.; Vanceboro, Me.

VIA PORTLAND OR ISLAND POND, AS DESIRED BY SHIPPERS:—Portland, Me.; Portsmouth, N.H.; Salem, Mass.; Boston, Mass.; New York City.

VIA ROUSE'S POINT OR ST. JOHNS:—Albany, N.Y.; New York City; Philadelphia, Penn.; Baltimore, Md.

VIA ST. JOHNS:—Portsmouth, N.H.; Salem, Mass.; Boston, Mass.

To prevent delay at United States Ports of Entry of Goods shipped from a Foreign Port, via Portland, for Canadian points east of the Detroit or St. Clair Rivers, Shippers should mail a plain Invoice of Value, addressed to Mr. John Main, Agent, Grand Trunk Railway, Portland, Maine, United States. For United States Importations via Portland, for Interior Ports of Entry, Shippers should mail as above an U. S. Consul's Certified Invoice of Value with Bill of Lading attached. For U. S. Importations consigned to Order, Customs Officers require an endorsed Bill of Lading before Entry can be made. Consignees in your vicinity should be advised that above-mentioned documents are required for U. S. Customs Entries at Portland.

Mr. E. P. Beach, Agent, 285 Broadway, New York, will make Customs Entries, &c., for Importations, via New York, under Local Bills of Lading from Europe &c., if furnished by Importers with U. S. Customs Power of Attorney, U. S. Consul's Certified Invoice of Value, with endorsed Bill of Lading attached, and other Instructions which they may consider necessary as to the forwarding of their goods to Canada.

Mr. George H. Peters, Agent, 280 Washington Street, Boston, will make Customs Entries, etc., for Importations; via Boston, under Local Bills of Lading from Europe, etc., if furnished by Importers with U. S. Customs Power of Attorney, U. S. Consul's Certified Invoice of Value, with endorsed Bill of Lading attached, and other Instructions which they may consider necessary as to the forwarding of the goods to Canada, Buffalo, N. Y., or Western United States. For Canadian importations, a plain Invoice of Value is sufficient, if Customs Entry is made upon the arrival of the vessel, and before goods are ordered to Warehouse by Collector of Customs under general order.

CANADIAN IMPORTS.

Agents at Canadian Ports of Entry must not advance the Company's funds for Duties unless by the request of Shipper or Consignee, and then not exceeding ten dollars, without deposit or advice of same from Receiving Station, unless authorized to do so by the Treasurer. Care should be taken not to pay Duties with the Company's Funds upon Traffic liable to be left on our hands upon arrival at Destination.

REPORTS INWARDS.

Canadian Customs Reports Inwards for goods, to be transported in Bond to Interior Ports of Entry must be carefully made out, separate reports for each car, in triplicate, showing Consignee's address ^{and} or marks ^{and} or numbers. Leave a blank line between each entry. Goods consigned to order must have a line for each mark.

REPORTS OUTWARDS.

Canadian Customs Reports Outwards must be made out for export traffic in duplicate, one to accompany the freight, the other being retained by the Collector of Customs.

Where shippers cannot personally appear before Canadian Collectors of Customs, in consequence of distance, Customs Power of Attorney should be made out in favor of the M. R. Agent at the Canadian Frontier Port, where the goods are to be exported, viz.:

W. P. WAY,.....Belleville, Ont.	A. BURTON,.....Lindsay, Ont.
T. GLADMAN,.....Peterborough, Ont.	H. V. FAIRBAIRN,.....Port Hope, Ont.
F. M. UPTON,.....Toronto, Ont.	

Shippers may also desire to make similar Powers of Attorney in favor of Agents, at Port Hope, Belleville or Toronto Customs Ports, to appear and declare before United States Consul, the value of their goods exported to the United States.

Agents at Forwarding Junction Stations must see that the necessary Customs documents are supplied before cars leave their Stations.

WAY-BILLING.

57.—Way-bills must be written in a plain and legible manner, also contain the following information. These instructions must be particularly observed.

a.—All articles must be way-billed according to classification at the rates set forth in the station tariff, unless special authority has been received from the General Traffic Agent, granting a different rate, which authority must be filed for the inspection of the Travelling Auditor. *In such cases the number and date of authority must be entered upon the way-bill.* No traffic is to be carried free by freight train unless for Company's use, or authorized by General Manager or General Traffic Agent.

b.—Way-bills must be numbered consecutively for each station, from first January to thirty-first December of each year.

c.—The *Owners* and *numbers* of cars into which goods are loaded.

d.—The name and address of the Shipper and Consignee *exactly* as entered upon the consignment note.

e.—The marks ^{and} _{or} numbers upon packages, and brands of flour, &c.

f.—When goods are way-billed to places beyond the line of the Midland Railway, shew the route by which the property is to be forwarded.

g.—When goods are received for as "more or less" or at "Owner's risk," it must be so shewn.

h.—When several articles of the same classification are way-billed at one weight, the entries are to be bracketed together.

i.—The minimum weights for a car load as laid down in the classification, must be strictly adhered to, maximum weights to be regulated by the description of the car loaded.

j.—Charges advanced upon traffic must be entered in the "paid on" column separately from the net freight, but included in "total to pay." Charges for cooerage, cartage, commission and wharfage, must be shewn separately, and not lumped with other amounts. In the case of large consignments received from vessels or connecting lines, and forwarded in *separate* cars, the total amount of "paid on charges" must not be way-billed on one car, but *each* car load charged with its proper proportion.

k.—All property for Company's use, such as stores, timbers, cordwood, &c., must be shipped free of charge, but in every case a Way-bill must be made out and accompany same, and a free Freight declaration signed by the officer at the head of the department on whose account the service is performed, attached to the Way-bill.

58.—Way-bills must in all cases accompany the cars in which the goods are loaded, and no goods must be sent from a station without Way-bills, or Way-bills without goods, excepting as provided in clause 76, or excepting in cases of full car loads, which can be sent forward with a car slip and a Way-bill of charges sent under cover by first train.

59.—Goods consigned to flag stations must be way-billed "freight charges pre-paid" upon and at rates to the way-billing station beyond, unless otherwise authorized, with notation in ink inside and outside of way-bill, "goods to be left at———" Conductors if practicable to take receipts for same, and note upon way-bill particulars of delivery.

60.—All merchandise or sundries offered at Flag Stations must be plainly marked and be accompanied by a shipping bill. It is the Conductor's duty carefully to check such goods by the shipping bill, which he will hand to the Agent at the next Station, who will make Way-bill and label the car.

61.—Live stock for local stations in less than car loads must be way-billed "freight pre-paid or guaranteed."

62.—Bonded live stock (see special Canadian Customs regulations) or freight traffic for local stations must be way-billed upon the station to which it is bonded, "*In bond—Care of Collector of Customs*," and if destined to any station beyond the bonded port, the rate to destination must be charged, and the following remark inserted on the way-bill:—"To be forwarded to destination with the same charge," "paid on," and "to pay." Agents at bonded ports must give full particulars of charges upon the re-charge way-bill, to enable the Agent at receiving station to check its correctness. A list of bonded ports is appended.

63.—When a through rate of freight is quoted from a station on a connecting line to a station on this Railway or on a connecting line beyond (see clause 106 of general instructions) through and local way-bills must be sent with the car containing the traffic. Both way-bills are to be fastened together. The through way-bill must shew the several Railways' proportions, according to advised divisions. The local way-bill must shew in net freight column the Midland Railway proportion, and all particulars which are entered upon way-bills of local traffic. The local way-bill must be taken to account in station books, the through way-bill being only required *en route*, and for the information of connecting railway at *destination*, in order that delivery may be made according to contract. Agents at M. R. Junction stations must make out a through way-bill, when traffic is carried at a through rate, if such is not received with the car containing the traffic.

LABELLING CARS.

64.—All cars when loaded are at once to be labelled with the proper description of label shewing the date, place of shipment and destination of the car. When a car is consigned to a place reached by two or more different routes, the label must specify the particular route by which it is to be forwarded. When traffic is loaded in way cars, Agents must see that the names of all the M. R. stations for which the car is loaded are inserted on the label.

65.—Beware of improper interference with cars bearing Canadian or United States Customs labels.

66.—Perishable traffic labels must not be put on cars, unless they contain goods which should be pushed forward with the greatest possible despatch. Use special labels for Gunpowder and Steamship traffic.

67.—All labels must be removed from cars when contents have been unloaded, and retained for further reference in case of being required by Company's Solicitor or General Traffic Agent.

UNLOADING OF AND DISCREPANCIES IN FREIGHT TRAFFIC.

68.—Upon the arrival of cars, the Agent, Foreman, or Freight Checker must scrutinize and register seal Nos., fill in the No. of train, time of arrival, and name of Conductor, in the proper place on the way-bill, and should there have been any delay in transit, forward a report to the General Traffic Agent, giving full particulars.

69.—The goods should then be checked out of the car, to see that they correspond with the entries upon the way-bill, and if it be ascertained that any articles way-billed are not to hand, the Agent shall fill up form 180, taking care that all the particulars called for are correctly given, and transmit it by first train to the station from which the goods are way-billed. In like manner when any article is received for which no way-bill or account has been furnished, the Agent shall fill up form No. 181, taking care to give an accurate description of the property, marks, &c., and send it by first train to the station from which the car was labelled, and afterwards see that a way-bill is duly received. It is necessary that Agents be supplied with a way-bill for all goods received over. Live stock must be checked out of car, and discrepancies in way-bill reported on same forms as for freight traffic.

70.—Over reports when cleared are to be sent to the General Traffic Agent, also over and short reports when Agents are unable to clear them, accompanied by all papers and a letter advising him what has been done in the matter.

71.—Over reports for goods received in error, and forwarded to the proper station (see clause No. 41) must show the station at which they were originally shipped, and receiving Agent when acknowledging their arrival, must also show the way-bill, car, and date, of original shipping station, by which they were entered to his station.

72.—Goods of a perishable description received over, when consignee is unknown, must not be allowed to become worthless. The Agent must dispose of them to the best advantage, (but not to the Company's employees,) and report full particulars to the General Traffic Agent.

EXAMINATION OF WAY-BILLS.

73.—All way-bills must be examined as to extensions, additions and rates, and compared with the tariff or special advices from the General Traffic Agent. Agents at receiving stations must not honor special rates, unless authorized by the General Traffic Agent.

74.—Receiving stations should weigh goods, in case they doubt way-bill weights.

75.—The examination and correction of way-bills must precede the making of freight notices or the delivery of property. All discrepancies, whether in rate, calculation, weight, or description of the goods, must be advised to the forwarding station the same day the goods are received. Agents will be held responsible if they omit to correct errors on way-bills of goods received. Pre-paid charges must also be checked, and if incorrect must be dealt with as if they were billed to pay.

76.—Immediately an undercharge is discovered by the forwarding Agent, he must, if it is on a "paid" entry, send a way-bill of the amount short-billed to the receiving station; and if a "to pay" entry, he must debit receiving station with difference, by a "to pay" way-bill. Receiving Stations discovering under-charges must get a debit way-bill for the amount. Should an undercharge not be discovered in time to collect the amount before the goods are delivered, and consignee refuses payment, the particulars must be specially reported to the General Traffic Agent and Auditor. Undercharge way-bills are not to contain other entries. The word "undercharge" must be written in the column for the car No., and full reference must then follow to way-bill in which the undercharge occurs. These way-bills must be abstracted and treated in precisely the same manner as those on which other traffic is entered. Agents must keep a register of both forwarded and received undercharges, and show against each entry the number and date of way-bill debiting the amount. Amounts collected on account of undercharges must be entered in the cash book at the time they are received, each item separately. Undercharges for which a debit way-bill has not been received, dated within the month in which collected, shall be debited specially as "undercharges waiting debits," and said debit way-bills are to be cleared by "audit overcharge."

77.—Agents must not enter amounts debited by undercharge way-bills in the outstandings—but promptly clear them on date of receipt by making out audit overcharge voucher, in case "special debit has been made."

78.—Errors in tariff or special rates must be corrected before making out advice notes, by overcharge or undercharge, as the case may be, and when overcharges are thus discovered, an overcharge voucher without other documents is all that is necessary.

CLAIMS FOR LOSS, DAMAGE, &c.

79.—It is not absolutely necessary because a claim is made against the Company that the same should be submitted to the General Traffic Agent without Agents making an effort to have it set aside—provided that in their judgment it is a claim that by negotiation with claimant should be withdrawn—failing in this, a prompt report must be made, keeping in view the following directions:

80.—FOR OVERCHARGE IN RATE.—Agents must request claimants to furnish Bills of Lading, receipted advice note and bill of claim, and attach thereto a copy of billing to their station; and when special contracts are claimed, not stated on the Bills of Lading, request claimants to give reference to agent by whom contract was made, before submitting the claim to General Traffic Agent.

a.—When claims for overcharge in local rates are submitted, reference to that part of the Local Tariff which supports the claim must be given.

b.—When a copy of Way-bill is furnished in connection with a claim, either at the request of General Traffic Agent or otherwise, Agents must note on the records in their office when and to whom copy was furnished, also particulars as to dates and nature of claims, so as to prevent a repetition of any demand on the Company.

c.—Agents must not make correction sheets for overcharges on anything but purely local business, except on the authority of the General Traffic Agent.

81.—FOR OVERCHARGE IN WEIGHT, COUNT OR MEASUREMENT.—Bills of Lading and receipted advice notes must be submitted with copy of billing of such goods, accompanied by the original invoice for the articles claimed overcharged, or a copy of the same endorsed as correct by the agent or an employee of the Companies. When invoice weights cannot be obtained, or have no bearing upon the claim, the agent, or an employee of the Companies should certify the correct weight, count or measurement by actual test; but in the absence of his certificate that of the claimant must be attached corroborated by a second party.

a.—When any apparent overcharge in weight occurs, agents must test the weights before delivery of the articles and preserve a record of the same to be submitted with the claim.

82.—FOR LOSS OR DAMAGE.—In cases of partial loss or damage apparent upon unloading, agents and clerks must make a thorough examination and record of the condition of packages, extent of loss or damage, and the probable causes of the same, taking care to count, weigh or measure the articles carefully, preserving a record of the same with a view to facilitate the accurate and just settlement of claims likely to arise therefrom.

a.—In cases of concealed losses, and damage to goods delivered, in apparent good order, claimants must be required to support their claims, if entertained at all, by the affidavits of both forwarder and receiver, as to quantity or condition of contents, previously and subsequently to shipment, or by an assessment of not less than two disinterested parties; or by both means if considered desirable.

b.—The Companies reserve to themselves the right to take for their own use, damaged articles, upon payment of the invoice price, (with freight, if paid.)

c.—When total damage is claimed and acceptance refused, agents must take possession of the property damaged, and procure prompt estimates of its value, to submit with other required papers to General Traffic Agent.

d.—Particular care and promptness must be shewn in cases of damage to perishable articles, and when any damage can be arrested or lessened by attention and care, it must be promptly given.

e.—Agents must in all these cases make prompt personal examinations, submitting full reports of the same, accompanied by Bills of Claims, Bills of Lading, original or certified invoices when required, copies of billing therefor, statement shewing by whom and how receipted, concise statements of employees who may be cognizant of facts bearing upon the cases, and all items of information that may promote speedy and proper adjustments.

f.—If parties present Bills of Lading for articles never way-billed, or way-billed and never received, Bills of Lading therefor, with original or certified invoice must be sent to General Traffic Agent.

83.—LEAKAGE.—Receipts, Advice Notes, Bills of Lading, Gauger's Certificates, both previously and subsequently to shipment, original or certified copies of invoices, copy of billing and statement of how and by whom receipted, must always be submitted with claims of this character.

a.—As this class of claim is only entertained when there is evidence of neglect or bad handling by the carriers, agents must give special attention to such packages when received and delivered to consignees, with a view to ascertaining the nature and probable cause of damage to packages, or possible original defects, or bad coöperation of them.

84.—As nearly all claims must necessarily be referred for various explanations, agents, to whom claims are presented, must submit them to the General Traffic Office as complete as possible with full notations. Attention to this will ensure speedy action and decision upon them.

85.—In submitting foreign overcharge vouchers for collection from other Companies, care must be taken to see that the necessary papers, such as bill of lading and receipted freight advice note, in every case accompany the voucher, and the Agent must take a receipt for any overcharge amount which he is authorized to allow; also that the overcharges are prepared on proper forms, local or foreign; and that a separate voucher and billing statement are prepared for each Company interested in the claim. In the case of claims to be collected from the Midland Through Line, however, the following number of vouchers and statements shall be required for the roads south of St. John.

a.—For Central Vermont Railroad proper, between St. Johns, P. Q., and White River Junction, Vt., and St. Johns, P. Q., and Bellows Falls, Vt., inclusive, one receipted voucher and statement of billing.

b.—For Stations on Northern New Hampshire and Concord Railroads, from Lebanon, N. H., inclusive, to and including Nashua, Portsmouth and Lawrence, two receipted vouchers and two statements, and made up in the following order:—

Stations between Lebanon and Concord, N. H., both inclusive, kept together.

Stations between Concord and Manchester, N. H., both inclusive, kept together.

Stations between Manchester and Portsmouth, N. H., both inclusive, kept together.

Stations between Manchester and Nashua, N. H., both inclusive, kept together.

Stations between Manchester and Lawrence, Mass., both inclusive, kept together.

For stations between Nashua and Lowell, including Lowell, three vouchers and three statements.

For stations between Nashua and Worcester, including Worcester, three vouchers and three statements.

For stations between Lowell and Boston, including Boston, four vouchers and four statements.

For Stations between Lowell and Salem, including Salem, four vouchers and four statements.

For stations on Cheshire, Fitchburg, and Boston, Clinton and Fitchburg Roads, south of Bellows Falls, Vt., three vouchers and three statements.

For stations on Connecticut River and New London Northern Railroads, two vouchers and two statements.

c.—When the Agent has prepared and certified an overcharge or rebate voucher, he must be careful to note particulars of the same on way-bill, or tissue of way-bill, as the case may be, in order to provide against the possibility of a double payment. In checking vouchers sent to him for that purpose, should he find that a previous allowance has been made, he must return the voucher uncertified, to the General Traffic Agent, giving reference to the voucher already passed, and ask for instructions.

86.—All claims submitted, not prepared in conformity with these instructions, will be returned for compliance therewith, and Agents at fault will be held accountable for delays consequent upon a neglect or violation of them.

FISH INSPECTION.

87.—Agents must see that the Companies are not brought into conflict with Section 64, Act 39, Chap. 43, Dominion of Canada, concerning the inspection of certain staple articles of Canadian produce, which reads as follows:

"The inspection of all pickled fish cured for market or exportation, and of all fish oils, codfish, tongues, or codfish sounds, cured for such purposes, shall, whenever such pickled fish, fish oils, or other articles as aforesaid, are removed beyond the limits of the Inspection District in which they are pickled or packed, be compulsory in every Province of the Dominion (except British Columbia and Manitoba,) where an Inspector is appointed by law; and if any such fish, fish oil, or other article as aforesaid be sold or removed for sale beyond the limits of such district, or shipped or laden in any vehicle for removal, or offered to be removed from any district or place within the Dominion, except Manitoba and British Columbia, without being inspected under the Act, the person so selling or removing the same, or offering the same for sale or removal, shall incur a penalty of not less than one dollar, and not more than five dollars, for each and every such package."

DELIVERY OF LIVE STOCK AND FREIGHT TRAFFIC.

88.—On arrival of live stock and freight traffic, Consignees must be promptly advised upon proper form, and when practicable, a receipt obtained for the written notice, in a book to be kept for the purpose. When receipt cannot be obtained, the reason must be so noted. Consignees not known, or residing at a distance, must be notified by postal card at their expense, and they must be identified before the property leaves the Company's premises. Agents at receiving stations, in advising arrivals of property shipped at points upon foreign railways, or handed to this Company at water frontier ports of entry, where they have reason to believe that a through rate has been quoted, must only shew the weight and total amount to pay. Delivery book must be signed in ink.

89.—Agents must not deliver a part of a consignment without first collecting charges on the whole. Receipts from Consignees must be taken before delivery.

90.—Upon no account must goods be delivered to a teamster without the written order of the Consignee, nor until they are again carefully checked out of the freight shed with the advice note. All such orders are to be carefully filed in guard book with the way-bills. Teamsters must not be allowed to take delivery of property except in presence of Agent or staff.

91.—Too much caution cannot be exercised in delivering property subject to the order of a bank or firm; such property must on no account be delivered until the original bill of lading or shipping receipt, *properly endorsed* by the bank or firm is collected. Immediately after delivery has been made, Agents must write upon the face of the bill of lading or shipping receipt, "*cancelled by delivery to* " and file it in the guard book with the way-bill.

92.—Bills of lading or shipping receipts issued by the Company's United States connections for grain, flour, provisions and other merchandise consigned to parties direct, are in all cases to be produced for receiving Agent's inspection, and cancelled before delivery of the traffic. It is desirable that they should be retained by the Company in the same way as bills of lading or shipping receipts of freight consigned to order. Should Consignees insist upon keeping them, Agents must write across the face "*cancelled by delivery to* " and may then return them. *It must be distinctly understood that this does not apply to traffic consigned to order.* Ocean bills of lading should in all cases be collected previous to delivery of goods. Care should be taken to compare the bills of lading with inwards way-bills, and in case of undercharge the difference must be collected.

93.—Agents before delivering lumber, staves, or any other traffic, loaded by Owners, must satisfy themselves that the quantity shipped corresponds with the way-bill, and that cars are not overloaded.

94.—Petroleum, kerosene, coal oil, naphtha, benzole, gunpowder, and any like substances of a combustible character, must not be unloaded or received at the Company's warehouses. Consignees must be notified to remove such traffic without delay. Keep it away from the Company's buildings.

95.—Every exertion must be used to induce consignees to take away their traffic within twenty-four hours after its arrival as the Company requires all its warehouse room for the daily movement of freight.

STORAGE CHARGES.

96.—Freight will be stored free for the first twenty-four hours after advice of arrival; if not then taken away, the charge for storage will be, for the second twenty-four hours:—

First Class Traffic 2c. per 100 lbs.	Fourth Class Traffic 1c. per 100 lbs.
Second Class Traffic 2c. per 100 lbs.	Flour, 2c. per barrel, or in bags . . . 1c. per 100 lbs.
Third Class Traffic 1c. per 100 lbs.	Grain 1c. per 100 lbs.

and for class traffic an additional one cent per hundred pounds; flour, one cent per barrel, or bags half a cent per 100 lbs; and grain half a cent per 100 lbs; for each twenty-four hours, or part thereof afterwards, up to seven days; after that time, for every week or part of week, first class 2c.; second 2c.; third 1c.; fourth 1c. per 100 lbs.; flour 2c. per barrel, or bags, 1c.

per 100 lbs.; grain 1c. per 100 lbs. Lumber (unloaded) uniform charge \$2.00 per car per week, exclusive of unloading charge. Vehicles, reaping and threshing machines each 25c. to 50c. weekly, according to space occupied.

DEMURRAGE.

97.—Demurrage must be charged on cars not unloaded within forty-eight hours after arrival, at the rate of two dollars per car per day.

98.—Demurrage at the rate of two dollars per car per day must also be charged when cars are delayed by Shippers beyond twenty-four hours after they have engaged to load them, the amount of such demurrage being entered in paid on or advanced charges columns upon the receipt given to Consignor and way-bill of the property.

UNCLAIMED TRAFFIC.

99.—When goods, other than perishable, have remained fifteen days at a station unclaimed, after advice has been sent to the Consignee, the Agent must notify the forwarding station, and the Agent there must ascertain the wishes of the Shipper in respect to the matter, and communicate the same to the receiving Agent. In the case of goods refused, or consigned to parties who are not known in the neighborhood, Agents will at once advise forwarding station, and ask for better address or instructions as to disposal, also report full particulars to the General Traffic Agent. Should Agents at forwarding stations not be able to give better address, or obtain any instructions, the goods are after 45 days from date of arrival, to be sent with debit of freight and advanced charges to Port Hope as unclaimed freight, and a report forwarded to the General Traffic Agent, accompanied with a copy or extract of the way-bill by which the articles were originally received, also a copy of the way-bill sending the same to Unclaimed freight department, with all the correspondence relating thereto. Perishable traffic unclaimed should be sold to the best advantage (but not to the Company's employees) before it becomes worthless, and an account of sale, together with full particulars (copy of way-bill, &c.,) forwarded to General Traffic Agent without delay. Proceeds of sale, less charges, are to be entered in cash book to the credit of compensation account. Goods in bond cannot be sent to Port Hope without permit from Collector of Customs.

100.—In tracing missing, or delays to, goods for points beyond the Midland system, Agents at Junction stations must promptly reply to enquiries made as to disposal of same at their stations, in addition to requesting Agents of connecting lines to trace through to destination and reply as to delivery, which information is to be sent upon receipt to the General Traffic Agent, other Officer, or Agent who desired the information.

101.—Goods refused must not be returned to the sending station until Consignee has given a receipt for them and re-consigned them upon the Company's form. Should Consignee refuse to give receipt, &c., Agents will report the circumstances to the General Traffic Agent. When Shippers or Owners order goods returned to them before delivery at destination, Agents must collect their receipt, and take a new consignment note from them for General Traffic Agent's instructions, to whom they must promptly report full particulars, and also advise the receiving station to hold the goods to the order of General Traffic Agent.

102.—Goods in bond unclaimed or refused, are ultimately ordered by the Collector to the Customs' unclaimed warehouse. In order to secure to this Company the payment of uncollected charges thereon, the Customs regulations require a previous declaration of the amount of such charges. Agents are therefore instructed to give the necessary information in the form prescribed by the Customs authorities, in order that the Company's freight and charges may be obtained. Should this instruction not be observed, the amount lost to the Company will be debited to the station in fault. If Agents have any reason to suppose that goods in bond, whether refused, unclaimed, or otherwise, are in bad condition, a competent person must accompany the same to the Examining warehouse for the purpose of seeing such packages opened, and taking note, on behalf of the Company, of their condition, and of any articles damaged or deficient. Full particulars must be reported to the General Traffic Agent.

SEIZURE OF GOODS IN THE COMPANY'S CUSTODY OR ON THE COMPANY'S PREMISES.

103.—Agents must, when goods are attempted to be seized under execution, warrant, or attachment, forbid the seizure. If the Officer asks the Agent to retain the goods for him, the Agent will refuse; if the Officer wishes to leave the goods on Company's premises, the Agent will give him notice that if he does so the goods will be forwarded; if the Officer attempts to remove the goods, the Agent will give him to understand that the Company and the parties owning them will hold him responsible for his so doing. The Agent will obtain from the Officer the particulars of the authority under which he makes the seizure. If after this notification the Officer leaves the goods on the Company's premises, without some one in charge for him, the Agent will forward them in the usual course. In all cases the Agent will clearly and distinctly give the Officer notice that he will not act for him, or aid him in any way whatever, and whatever the Officer does, he does at his own peril. The Agent will at once send full particulars of the seizure to the General Traffic Agent at Peterborough. When Shipper or Owner give notice to hold traffic or return it owing to insolvency of Consignee, Agents must retain it, and immediately telegraph full particulars to the General Traffic Agent at Peterborough, and wait further orders. If the property is in the hands of Cartage Agents for delivery an effort must be made to have it returned to the station; if in transit to another station, the Agent there must be telegraphed to hold it to order of General Traffic Agent, and when any legal document having reference to property in the Company's possession is served upon the Company the hour and date must be noted thereon in red ink, and it must then be sent to the General Traffic Agent at Peterborough. In all cases of seizure the Agent will at once telegraph the General Traffic Agent full particulars, in order that no time may be lost in obtaining advice.

FREIGHT BOOKS.

104.—The several books and forms of the freight department must be kept clean, and entered up daily, in a legible manner, care being taken to give full particulars therein called for.

105.—Station books are not to be accessible, except to employees of the Company, duly authorised to examine them.

GENERAL INSTRUCTIONS.

106.—Agents authorized to quote special rates for the transportation of live stock and freight traffic, for points beyond the Company's system, must strictly adhere to instructions issued by the General Traffic Agent. Freight tariffs and classifications of foreign Companies, furnished you only for the information of Shippers, must be carefully read and understood before naming rates. Special rates quoted by the General Traffic Agent must be promptly accepted before the traffic is shipped, otherwise they will not be valid.

a.—Where there is any doubt as to the proper rate, &c., the matter must be at once referred to the General Traffic Agent, who will supply the desired information.

b.—Foreign rates and classifications must be carried out to the letter.

c.—Claims arising from inattention to this instruction will be charged to the Agent in fault. Agents must not depute the quoting of foreign rates to their staff; if necessary, Clerks at stations will be specially authorized to do so.

d.—California Fast Freight Line; Chicago & North Western Revised Joint; Chicago, Milwaukee & St. Paul Revised Joint; Middle and Western States; St. Paul, Minneapolis & Manitoba Railway and Northern Pacific Railroad; Official East-bound; West-bound; and other classifications differ in many particulars from those in force from Canada, both east-bound and west-bound.

107.—Upon no pretence whatever may Agents guarantee that property will reach its destination, or promise ocean shipment from the sea-board within a certain time.

108.—Warehouses must never be left open unless an employee is present.

109.—The Consignee ^{and} the destination of traffic must not be changed "en route" without authority of the General Traffic Agent, unless caused through an error of the staff at sending station, in which case full particulars must be reported to the General Traffic Agent. In case of accident to live stock or other freight in transit, Agent at nearest station must see that the property is protected, and telegraph the facts to the Superintendent and General Traffic Agent for instructions, but must not order the sale of animals killed or injured in accident, they must notify the owner or person in charge that the Company will not assume any liability for such loss or damage.

110.—Agents must retain for future reference copies of all letters and telegrams sent from their station.

111.—Agents must not indiscriminately depute to Clerks, Checkers or others, the duty of signing receipts for traffic, but on all occasions when possible sign such documents themselves. They must not insert upon shipping receipts any special clause without authority from the General Traffic Agent, and where such is authorized it must be initialed before receipt is issued. They must also, by constant supervision, satisfy themselves that freight traffic received or delivered, is properly tallied upon the consignment notes and way-bills. Correspondence, manuscript tariffs, special rates, or papers sent to Agents for information or report, are private property of the Company, and are not to be shewn to the public, unless so authorized.

112.—Agents must, on the 15th of June and the 15th of December send to the General Traffic Agent a report, giving full particulars of any amounts outstanding on their books, which they are unable to clear.

113.—It is the duty of Agents to secure all the traffic they can for the Company, not only from the immediate vicinity of their stations, but from all places tributary to them, and carefully watch that no traffic is diverted by any other route. Should they find that the Company is losing traffic, they must immediately communicate with the General Traffic Agent, submitting all particulars, and stating what in their opinion is necessary to retain it, or to obtain for their station increased traffic.

114.—Manuscript tariffs, special rates and instructions issued by the General Traffic Agent, will supersede the book tariff.

115.—For the convenience and guidance of Agents the following tables are appended:—

- 1.—List of estimated weights of various descriptions of traffic, to be used when it is not requisite to weigh it.
- 2.—List of sterling rates converted into Canadian currency at the regular rates of exchange, &c., &c.
- 3.—List of stations in Canada upon which traffic may be bonded.
- 4.—List of stations on the lines of railway in Canada, &c., connecting with the Midland Railway.

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Table No. 1.

TABLE OF ESTIMATED WEIGHTS TO BE USED BY AGENTS WHEN NOT CONVENIENT TO WEIGH GOODS.

Alcohol, per barrel.....	420 lbs.	Grass Seed, per bushel, Clover.....	60 lbs.
Ale, Beer, and Porter, per barrel.....	330 "	do do Hungarian.....	45 "
do do per half barrel.....	175 "	do do Timothy.....	45 "
do do per quarter barrel.....	100 "	do do Millet.....	45 "
do do per one-eighth barrel.....	75 "	Gravel, per cubic yard.....	3500 "
Apples, dried, per bushel.....	24 "	Hemp Seed, per bushel.....	44 "
do in barrels, Canada pressed, per brl.	300 "	High Wines, per barrel.....	420 "
do green, per bushel.....	56 "	Ice, per cubic foot.....	62½ "
do per barrel.....	160 "	Lime, per bushel.....	80 "
Bacon, per box.....	560 "	Malt, per bushel.....	38 "
do do summer cured.....	520 "	Molasses, per barrel.....	520 "
Barley, per bushel.....	48 "	Nails, per keg.....	107 "
Beans, per bushel.....	60 "	Oats, per bushel.....	34 "
Beans, per barrel.....	260 "	Oil, Petroleum, and Oils manufactured from Pe-	
Beef, per barrel.....	320 "	troleum, per barrel.....	400 "
Beef, per tierce.....	480 "	Oil, other than above, per barrel.....	380 "
Bran, per bushel.....	20 "	Onions, per bushel.....	56 "
Brick, common, each.....	4 "	Onions, per barrel.....	170 "
Brick, fire, each.....	6½ "	Peaches, dried per bushel.....	33 "
Buckwheat, per bushel.....	52 "	Peas, per bushel.....	60 "
Cement, Canadian, per barrel.....	290 "	Peas, per barrel.....	240 "
do American, do.....	265 "	Pork, per barrel.....	320 "
Cheese, per box.....	70 "	Potatoes, per barrel, common.....	175 "
Cider, per barrel.....	375 "	do per bushel, common.....	60 "
Clover Seed, per bushel.....	60 "	do per bushel, sweet.....	65 "
Coal, per bushel.....	80 "	Rosin, per barrel.....	280 "
Coke, do.....	40 "	Rye, per bushel.....	56 "
Corn, shelled, per bushel.....	56 "	Salt, fine, per bushel.....	56 "
Corn, in ear, do.....	70 "	do per barrel.....	300 "
Corn Meal, do.....	48 "	Salt, coarse, per barrel.....	350 "
Corn Meal, per barrel.....	200 "	do per sack.....	200 "
Eggs, packed in Bran, per barrel.....	160 "	Stone, dressed, per cubic foot.....	160 "
do do Oats, do.....	200 "	Stone, undressed per cubic yard.....	4000 "
Fish, Cod, per barrel.....	230 "	Tar, per barrel.....	400 "
do Herrings, &c., per barrel.....	300 "	Tobacco, per hhd.....	1600 "
do per half barrel.....	160 "	Turnips, per bushel.....	56 "
do per quarter barrel.....	80 "	Vinegar, per barrel.....	375 "
do per kit.....	40 "	Water Lime, per barrel.....	300 "
Flax Seed, per bushel.....	56 "	Wheat, per bushel.....	60 "
Flour, per barrel.....	200 "	Whiskey, per barrel.....	400 "

LUMBER.—7,000 feet of fully seasoned lumber, 12 feet long, 12 inches wide and 1 inch in thickness, loaded in two lengths upon a flat car, and 8 feet or 8 boards in width, should not exceed 3 feet 3 inches in height, but as the greater part of lumber shipped is of unequal dimensions no table can be given which would ensure accuracy. Agents must therefore carefully measure the quantity loaded, multiplying the feet in length and breadth together and the product by the height in inches, which will give the number of feet board measure in the car, and they must exercise discretion in making allowance for vacant spaces caused by the lumber being of unequal length or width.

GRAIN IN BULK.—The depth of 24,000 lbs. in grain loaded in box cars will average as follows:—

Box car, internal measurement	{	Length,	29	ft. in.	6½	{	Width,	8	ft. in.	0	{	Wheat,	2	ft. in.	1½
{	{	Length,	27	ft. in.	6	{	Width,	8	ft. in.	7½	{	Wheat,	2	ft. in.	1
{	{	Length,	29	ft. in.	6½	{	Width,	8	ft. in.	0	{	Barley,	2	ft. in.	3¾
{	{	Length,	27	ft. in.	6	{	Width,	8	ft. in.	7½	{	Oats,	3	ft. in.	8½
{	{	Length,	29	ft. in.	6½	{	Width,	8	ft. in.	0	{	Wheat,	2	ft. in.	1
{	{	Length,	27	ft. in.	6	{	Width,	8	ft. in.	7½	{	Barley,	2	ft. in.	3¾
{	{	Length,	29	ft. in.	6½	{	Width,	8	ft. in.	0	{	Oats,	3	ft. in.	8½

The quantity of grain in bulk in a car can always be ascertained with sufficient accuracy by multiplying the internal length and breadth of the car together, and then by the height of the grain; multiply this product by 1728 and divide by 2150; thus, 27 ft. 6 in. × 8 ft. 7½ in. × 2 ft. 1 in. = 494 ft. 1 in. 8 pts., × 1728 and ÷ 2150 = 400 nearly.

Table No. 2.

THE UNDERMENTIONED QUANTITIES ARE ESTIMATED TO WEIGH 12 TONS.

White Pine and Basswood, dry.....	9000 feet.
White Pine and Basswood, partially dry.....	8000 "
White Pine and Basswood, green	7000 "
Red Pine and Butternut, dry.....	8000 "
Red Pine and Butternut, green	6500 "
Oak, Maple and Beech, dry.....	7000 "
Oak, Maple and Beech, green	5400 "

SHINGLES, LATH, SLABS, &c.

Shingles	84,000
Lath, dry.....	54,000
Lath, green	36,000
Pine Wood and Slabs, dry	10 ½ cords.
Pine Wood and Slabs, partially dry.....	9 "
Hardwood, dry.....	7 ½ "
Hardwood, green.....	6 ½ "
Cedar Posts, dry.....	1,800 cubic feet.
Cedar Posts, green.....	1,200 " "
Shingle Bolts, dry.....	9 ½ cords.
Shingle Bolts, green.....	7 "

To compute the measurement of a car load of sawn boards of uneven widths, loaded in two lengths on car, assuming the lumber to be 12 feet in length, each layer across the car will contain 100 feet "B. M.;" 45 layers on each car will give 9,000 feet on car.

Shingles are put up in bundles of two sizes. The large bundles contain 360 shingles; 233 bundles to the car load. Small bunches, 250 shingles, 336 bunches to the car load.

Laths are put up in bundles of two sizes. Large ones, 100 laths; small, 50 laths.

Laths, dry, load, 540 large; 1,080 small bundles.

Laths, green, load, 360 large; 720 small bundles.

Cedar Posts, green, load, 6 feet high, 9 feet wide, 28 feet long.

Cedar Posts, dry, load, 7 feet high, 9 feet wide, 28 feet long.

Field Stone, car load, 260 cubic feet. Load, 27 feet long, 8¾ feet wide, 13 inches deep.

TABLE OF CONTENTS OF ROUND AND SQUARE TIMBER.

ROUND TIMBER 12 FEET LONG				SQUARE TIMBER, 20 FEET LONG.												
Diameter in Inches.	Cubic Contents.			Board Measure	Dimensions.	Cubic Contents.			Dimensions.	Cubic Contents.			Dimensions.	Cubic Contents.		
	Ft.	in.	pts.	Fest.	8 in. by 8	Ft.	in.	pts.	15 in. by 18	Ft.	in.	pts.	28 in. by 25	Ft.	in.	pts.
10	6	6	7	...	8 " 8	8	10	8	16 " 16	87	6	0	28 " 25	79	10	4
11	7	11	1	...	8 " 9	10	0	0	16 " 17	35	6	8	23 " 26	83	0	8
12	9	5	2	48	8 " 10	11	1	4	16 " 17	37	9	4	24 " 24	80	0	0
13	11	0	9	61	8 " 11	12	2	8	16 " 18	40	0	0	24 " 25	83	4	0
14	12	10	0	75	9 " 9	11	8	0	16 " 19	42	2	8	24 " 26	86	8	0
15	14	8	9	91	9 " 10	12	6	0	17 " 17	40	1	8	24 " 27	90	0	0
16	16	9	2	108	9 " 11	13	9	0	17 " 18	42	6	0	25 " 25	88	9	8
17	18	11	1	127	9 " 12	15	0	0	17 " 19	44	10	4	25 " 26	90	8	4
18	21	2	7	147	10 " 10	13	10	8	17 " 20	47	2	8	25 " 27	98	9	0
19	23	7	8	169	10 " 11	15	8	4	18 " 18	45	0	0	25 " 28	97	2	8
20	26	2	3	192	10 " 12	16	8	0	18 " 19	47	6	0	26 " 26	98	10	8
21	28	10	6	217	10 " 13	18	0	8	18 " 20	50	0	0	26 " 27	97	6	0
22	31	8	3	243	11 " 11	16	9	8	18 " 21	52	6	0	26 " 28	101	1	4
23	34	7	8	271	11 " 12	18	4	0	19 " 19	50	1	8	26 " 29	104	8	8
24	37	8	7	300	11 " 13	19	10	4	19 " 20	52	9	4	27 " 27	101	3	9
25	40	11	1	331	11 " 14	21	4	8	19 " 21	55	5	0	27 " 28	105	0	0
26	44	3	2	363	12 " 12	20	0	0	19 " 22	58	0	8	27 " 29	108	9	0
27	47	8	9	397	12 " 13	21	8	0	20 " 20	55	6	8	27 " 30	112	6	0
28	51	4	0	432	12 " 14	23	4	0	20 " 21	58	4	0				
29	54	0	9	469	12 " 15	25	0	0	20 " 22	61	1	4				
30	58	11	2	507	13 " 13	25	5	8	20 " 23	63	10	8				
31	62	11	1	547	13 " 14	25	8	4	21 " 21	61	5	0				
32	67	0	7	588	13 " 15	27	1	0	21 " 22	64	2	0				
33	71	3	8	631	13 " 16	28	10	8	21 " 23	67	1	0				
34	75	8	0	675	14 " 14	27	2	8	21 " 24	70	0	0				
35	80	2	6	721	14 " 15	29	2	0	22 " 22	67	2	8				
36	84	10	3	768	14 " 16	31	1	4	22 " 23	70	3	4				
37	89	7	8	817	14 " 17	33	0	8	22 " 24	73	4	0				
38	94	6	7	867	15 " 15	31	3	0	22 " 25	76	4	8				
39	104	9	2	919	15 " 16	33	4	0	23 " 23	73	5	8				
40	110	0	9	972	15 " 17	35	5	0	23 " 24	76	8	0				

The number of feet in any piece of round timber, of greater length, can be found by the "Rule of Three";—thus, for a log of round timber, 16 feet long and 30 inches in diameter, the number of feet board measure will be:

As 12 : 16 :: 507 : 676—the number of feet required.

$$\begin{array}{r} 16 \\ \hline 3042 \\ 507 \\ \hline 12 \overline{) 8112} \\ \underline{676} \end{array}$$

The cubic contents of any piece of square timber of greater length can be found in the same manner, but if the lateral dimensions are greater, multiply the two measurements together and find the nearest measurement given above, which is an aliquot part thereof, and proceed by "Rule of Three." *Proof*—Find the cubic contents of a piece of square timber, 30 feet long, 26 by 28 inches square.

26 × 28 = 728; then taking the cubic contents say of 12 by 14 in above table 23 feet 4 inches.

$$\begin{array}{r} \text{Ft. in. pts.} \quad \text{Ft. in. pts.} \\ \text{As } 12 \times 14 = \frac{168}{21} : \frac{728}{91} :: 23 \text{ } 4 \text{ } 0 : 101 \text{ } 1 \text{ } 4 \text{ as given in above table.} \\ \hline 10 \times 9 + 1 = 91. \end{array}$$

$$\begin{array}{r} 233 \text{ } 4 \text{ } 0 \\ \hline 9 \\ \hline 2100 \text{ } 0 \text{ } 0 \\ \hline 23 \text{ } 4 \text{ } 0 \\ \hline 21 \overline{) 2123 \text{ } 4 \text{ } 0} \\ \underline{2100} \\ 101 \text{ } 1 \text{ } 4 \end{array}$$

Then as 20 : 30 :: 101 1 4 : 151 8 0 the cubic contents required.

For tapering square and round timber find the dimensions at each end, and in the centre, and add them together, dividing the total by three, which will give the average or mean dimensions.

STERLING EXCHANGE TABLES.

TABLE AT 8 PER CENT ADVANCE.

Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.
d.	8 c.	s.	8 c.	£	8 c.	£	8 c.	£	8 c.	£	8 c.
$\frac{1}{2}$	0 01	12	2 88	16	79 80	40	192 00	64	307 20	88	422 40
1	0 02	13	3 12	17	81 60	41	196 80	65	312 00	89	427 20
2	0 04	14	3 36	18	86 40	42	201 60	66	316 80	90	432 00
3	0 06	15	3 60	19	91 20	43	206 40	67	321 60	91	436 80
4	0 08	16	3 84	20	96 00	44	211 20	68	326 40	92	441 60
5	0 10	17	4 08	21	100 80	45	216 00	69	331 20	93	446 40
6	0 12	18	4 32	22	105 60	46	220 80	70	336 00	94	451 20
7	0 14	19	4 56	23	110 40	47	225 60	71	340 80	95	456 00
8	0 16	£		24	115 20	48	230 40	72	345 60	96	460 80
9	0 18	1	4 80	25	120 00	49	235 20	73	350 40	97	465 60
10	0 20	2	9 60	26	124 80	50	240 00	74	355 20	98	470 40
11	0 22	3	14 40	27	129 60	51	244 80	75	360 00	99	475 20
s.		4	19 20	28	184 40	52	249 60	76	364 80	100	480 00
1	0 24	5	24 00	29	139 20	53	254 40	77	369 60	200	960 00
2	0 48	6	28 80	30	144 00	54	259 20	78	374 40	300	1440 00
3	0 72	7	33 60	31	148 80	55	264 00	79	379 20	400	1920 00
4	0 96	8	38 40	32	153 60	56	268 80	80	384 00	500	2400 00
5	1 20	9	43 20	33	158 40	57	273 60	81	388 80	600	2880 00
6	1 44	10	48 00	34	163 20	58	278 40	82	393 60	700	3360 00
7	1 68	11	52 80	35	168 00	59	283 20	83	398 40	800	3840 00
8	1 92	12	57 60	36	172 80	60	288 00	84	403 20	900	4320 00
9	2 16	13	62 40	37	177 60	61	292 80	85	408 00	1000	4800 00
10	2 40	14	67 20	38	182 40	62	297 60	86	412 80		
11	2 64	15	72 00	39	187 20	63	302 40	87	417 60		

TABLE AT 9 PER CENT ADVANCE.

Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.
d.	8 c.	s.	8 c.	£	8 c.	£	8 c.	£	8 c.	£	8 c.
$\frac{1}{2}$	0 01	12	2 91	16	77 51	40	193 78	64	310 04	88	426 31
1	0 02	13	3 15	17	82 36	41	198 62	65	314 89	89	431 16
2	0 04	14	3 39	18	87 20	42	203 47	66	319 78	90	436 00
3	0 06	15	3 63	19	92 04	43	208 31	67	324 68	91	440 84
4	0 08	16	3 88	20	96 89	44	213 16	68	329 42	92	445 69
5	0 10	17	4 12	21	101 73	45	218 00	69	334 27	93	450 53
6	0 12	18	4 36	22	106 58	46	222 84	70	339 11	94	455 38
7	0 14	19	4 60	23	111 42	47	227 69	71	343 96	95	460 22
8	0 16	£		24	116 27	48	232 53	72	348 80	96	465 07
9	0 18	1	4 84	25	121 11	49	237 38	73	353 64	97	469 91
10	0 20	2	9 69	26	125 96	50	242 22	74	358 49	98	474 76
11	0 22	3	14 53	27	130 80	51	247 07	75	363 33	99	479 60
s.		4	19 38	28	135 64	52	251 91	76	368 18	100	484 44
1	0 24	5	24 22	29	140 49	53	256 76	77	373 02	200	968 89
2	0 48	6	29 07	30	145 33	54	261 60	78	377 87	300	1453 33
3	0 73	7	33 91	31	150 18	55	266 44	79	382 71	400	1937 78
4	0 97	8	38 76	32	155 02	56	271 29	80	387 56	500	2422 22
5	1 21	9	43 60	33	159 87	57	276 13	81	392 40	600	2906 67
6	1 45	10	48 44	34	164 71	58	280 98	82	397 24	700	3391 11
7	1 70	11	53 29	35	169 56	59	285 82	83	402 09	800	3875 56
8	1 94	12	58 13	36	174 40	60	290 67	84	406 93	900	4360 00
9	2 18	13	62 98	37	179 24	61	295 51	85	411 78	1000	4844 44
10	2 42	14	67 82	38	184 09	62	300 36	86	416 62		
11	2 66	15	72 67	39	188 93	63	305 20	87	421 47		

STERLING EXCHANGE TABLES.

TABLE AT 8 1/2 PER CENT ADVANCE.

Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.
d	£ c.	s	£ c.	£	£ c.	£	£ c.	£	£ c.	£	£ c.
1	0 01	12	2 02	10	77 87	40	194 67	63	306 60	87	423 40
2	0 02	13	8 16	17	82 73	41	199 53	64	311 47	88	428 27
3	0 04	14	8 41	18	87 60	42	204 40	65	316 33	89	433 18
4	0 06	15	8 65	19	92 47	43	209 27	66	321 20	90	438 00
5	0 08	16	8 89	20	97 33	44	214 13	67	326 07	91	442 87
6	0 10	17	4 14	21	102 20	45	219 00	68	330 93	92	447 73
7	0 12	18	4 38	22	107 07	46	223 87	69	335 80	93	452 60
8	0 14	19	4 62	23	111 93	47	228 73	70	340 67	94	457 47
9	0 16	£1	4 87	24	116 80	48	233 60	71	345 53	95	462 33
10	0 18	2	9 73	25	121 67	49	238 47	72	350 40	96	467 20
11	0 20	3	14 60	26	126 53	50	243 33	73	355 27	97	472 07
s	0 22	4	19 47	27	131 40	51	248 20	74	360 13	98	476 93
1	0 24	5	24 33	28	136 27	52	253 07	75	365 00	99	481 80
2	0 49	6	29 20	29	141 13	53	257 93	76	369 87	100	486 67
3	0 72	7	34 07	30	146 00	54	262 80	77	374 73	200	973 34
4	0 77	8	38 93	31	150 87	55	267 67	78	379 60	300	1460 00
5	1 22	9	43 80	32	155 73	56	272 53	79	384 47	400	1946 67
6	1 46	10	48 67	33	160 60	57	277 40	80	389 33	500	2433 33
7	1 70	11	53 53	34	165 47	58	282 27	81	394 20	600	2920 00
8	1 95	12	58 40	35	170 33	59	287 13	82	399 07	700	3406 67
9	2 19	13	63 27	36	175 20	60	292 00	83	403 93	800	3893 33
10	2 43	14	68 13	37	180 07	61	296 87	84	408 80	900	4380 00
11	2 68	15	73 00	38	184 93	62	301 73	85	413 67	1000	4866 67
				39	189 80			86	418 53		

TABLE AT 10 PER CENT ADVANCE.

Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.
d	£ c.	s	£ c.	£	£ c.	£	£ c.	£	£ c.	£	£ c.	£	£ c.	£	£ c.
1	0 01	5	1 22	2	9 78	20	97 78	38	185 78	56	273 78	74	361 78	92	449 78
2	0 02	6	1 47	3	14 67	21	102 67	39	190 67	57	278 67	75	366 67	93	454 67
3	0 04	7	1 71	4	19 56	22	107 56	40	195 56	58	283 56	76	371 56	94	459 56
4	0 06	8	1 96	5	24 44	23	112 44	41	200 44	59	288 44	77	376 44	95	464 44
5	0 08	9	2 20	6	29 33	24	117 33	42	205 33	60	293 33	78	381 33	96	469 33
6	0 10	10	2 44	7	34 22	25	122 22	43	210 22	61	298 22	79	386 22	97	474 22
7	0 12	11	2 69	8	39 11	26	127 11	44	215 11	62	303 11	80	391 11	98	479 11
8	0 14	12	2 93	9	44 00	27	132 00	45	220 00	63	308 00	81	396 00	99	484 00
9	0 16	13	3 18	10	48 89	28	136 89	46	224 89	64	312 89	82	400 89	100	488 89
10	0 18	14	3 42	11	53 78	29	141 78	47	229 78	65	317 78	83	405 78	200	977 78
11	0 20	15	3 67	12	58 67	30	146 67	48	234 67	66	322 67	84	410 67	300	1466 67
s	0 22	16	3 91	13	63 56	31	151 56	49	239 56	67	327 56	85	415 56	400	1955 56
1		17	4 16	14	68 44	32	156 44	50	244 44	68	332 44	86	420 44	500	2444 44
2	0 24	18	4 40	15	73 33	33	161 33	51	249 33	69	337 33	87	425 33	600	2933 33
3	0 49	19	4 64	16	78 22	34	166 22	52	254 22	70	342 22	88	430 22	700	3422 22
4	0 73	£		17	83 11	35	171 11	53	259 11	71	347 11	89	435 11	800	3911 11
5	0 98	1	4 89	18	88 00	36	176 00	54	264 00	72	352 00	90	440 00	900	4400 00
				19	92 89	37	180 89	55	268 89	73	356 89	91	444 89	1000	4888 89

TABLE SHEWING THE RATES PER BUSHEL ON GRAIN.

FROM 1 TO 50 CENTS PER 100 LBS

Cents per 100	Wheat at 60 lbs. Per Bushel.	Corn at 56 lbs. Per Bushel.	Barley at 48 lbs. Per Bushel.	Oats at 34 lbs. Per Bushel.	Cents per 100	Wheat at 60 lbs. Per Bushel.	Corn at 56 lbs. Per Bushel.	Barley at 48 lbs. Per Bushel.	Oats at 34 lbs. Per Bushel.
	Cts. Hdrls.	Cts. Hdrls.	Cts. Hdrls.	Cts. Hdrls.		Cts. Hdrls.	Cts. Hdrls.	Cts. Hdrls.	Cts. Hdrls.
1	60	56	48	34	26	15 60	14 50	12 48	8 84
2	1 20	1 12	96	68	27	16 20	15 12	12 06	9 18
3	1 80	1 08	1 44	1 02	28	16 80	15 09	13 44	9 52
4	2 40	2 24	1 92	1 36	29	17 40	16 24	13 02	9 86
5	3 00	2 80	2 40	1 70	30	18 00	16 80	14 00	10 20
6	3 60	3 36	2 88	2 04	31	18 60	17 30	14 88	10 54
7	4 20	3 92	3 36	2 38	32	19 20	17 02	15 36	10 88
8	4 80	4 48	3 84	2 72	33	19 80	18 48	15 84	11 22
9	5 40	5 04	4 32	3 06	34	20 40	19 04	16 32	11 56
10	6 00	5 60	4 80	3 40	35	21 00	19 60	16 80	11 90
11	6 60	6 16	5 28	3 74	36	21 60	20 16	17 28	12 24
12	7 20	6 72	5 76	4 08	37	22 20	20 72	17 76	12 58
13	7 80	7 28	6 24	4 42	38	22 80	21 28	18 24	12 92
14	8 40	7 84	6 72	4 76	39	23 40	21 84	18 72	13 26
15	9 00	8 40	7 20	5 10	40	24 00	22 40	19 20	13 60
16	9 60	8 96	7 68	5 44	41	24 60	22 96	19 68	13 94
17	10 20	9 52	8 16	5 78	42	25 20	23 52	20 16	14 28
18	10 80	10 08	8 64	6 12	43	25 80	24 08	20 64	14 62
19	11 40	10 64	9 12	6 46	44	26 40	24 64	21 12	14 96
20	12 00	11 20	9 60	6 80	45	27 00	25 20	21 60	15 30
21	12 60	11 76	10 08	7 14	46	27 60	25 76	22 08	15 64
22	13 20	12 32	10 56	7 48	47	28 20	26 32	22 56	15 98
23	13 80	12 88	11 04	7 82	48	28 80	26 88	23 04	16 32
24	14 40	13 44	11 52	8 16	49	29 40	27 44	23 52	16 66
25	15 00	14 00	12 00	8 50	50	30 00	28 00	24 00	17 00

EQUIVALENT RATE PER 100 LBS. FOR GRAIN.

FROM 2 CENTS TO 30 CENTS PER BUSHEL

Grain, Cts. per Bushel.	Wheat. Per 100 lbs.	Corn. Per 100 lbs.	Barley. Per 100 lbs.	Oats. Per 100 lbs.	Grain, Cts. per Bushel.	Wheat. Per 100 lbs.	Corn. Per 100 lbs.	Barley. Per 100 lbs.	Oats. Per 100 lbs.
	Cts. Hdrls.	Cts. Hdrls.	Cts. Hdrls.	Cts. Hdrls.		Cts. Hdrls.	Cts. Hdrls.	Cts. Hdrls.	Cts. Hdrls.
2	3 34	3 57	4 17	5 88	16½	27 50	29 46	34 37	48 63
2½	4 17	4 47	5 21	7 35	17	28 34	30 35	35 41	50 00
3	5 00	5 36	6 25	8 82	17½	29 17	31 25	36 46	51 47
3½	5 83	6 25	7 29	10 29	18	30 00	32 14	37 50	52 04
4	6 67	7 14	8 33	11 76	18½	30 83	33 03	38 54	54 41
4½	7 50	8 08	9 37	13 23	19	31 67	33 92	39 58	56 88
5	8 34	8 93	10 41	14 70	19½	32 50	34 82	40 62	57 85
5½	9 17	9 82	11 46	16 16	20	33 34	35 71	41 67	58 82
6	10 00	10 71	12 50	17 64	20½	34 17	36 60	42 71	60 29
6½	10 83	11 60	13 54	19 11	21	35 00	37 50	43 75	61 76
7	11 67	12 50	14 58	20 59	21½	35 83	38 39	44 79	63 23
7½	12 50	13 39	15 62	22 06	22	36 67	39 28	45 83	64 70
8	13 34	14 28	16 67	23 53	22½	37 50	40 18	46 87	66 16
8½	14 17	15 18	17 71	25 00	23	38 34	41 07	47 91	67 64
9	15 00	16 06	18 75	26 47	23½	39 17	41 96	48 96	69 11
9½	15 83	16 96	19 79	27 94	24	40 00	42 86	50 00	70 59
10	16 67	17 86	20 83	29 41	24½	40 83	43 75	51 04	72 06
10½	17 50	18 75	21 87	30 88	25	41 67	44 64	52 08	73 53
11	18 34	19 64	22 91	32 35	25½	42 50	45 53	53 12	75 00
11½	19 17	20 53	23 96	33 82	26	43 34	46 42	54 16	76 47
12	20 00	21 42	25 00	35 29	26½	44 17	47 32	55 20	77 94
12½	20 83	22 32	26 04	36 76	27	45 00	48 21	56 25	79 41
13	21 67	23 21	27 08	38 23	27½	45 83	49 10	57 29	80 88
13½	22 50	24 10	28 12	39 70	28	46 67	50 00	58 33	82 35
14	23 34	25 00	29 16	41 16	28½	47 50	50 89	59 37	83 82
14½	24 17	25 89	30 20	42 64	29	48 34	51 78	60 41	85 29
15	25 00	26 78	31 25	44 11	29½	49 17	52 67	61 46	86 76
15½	25 83	27 67	32 29	45 59	30	50 00	53 57	62 50	88 23
16	26 67	28 57	33 33	47 06					

Rates in Pence, Sterling, and Cents, Gold, per Bushel; and Equivalent Rate, in Cents, Gold, per 100 lbs., at 8 per Cent. Advance, with and without Primage.

WHEAT PER BUSHEL (60 LBS.)

Pence per Bushel.	Equal to in cents.	Per 100 lbs. Cents, Gold.		Pence per bushel.	Equal to in Cents.	Per 100 lbs. Cents, Gold.		Pence per bushel.	Equal to in cents.	Per 100 lbs. Cents, Gold.		Pence per bushel.	Equal to in Cents.	Per 100 lbs. Cents, Gold.	
		Without Primage.	With 5 per cent. Primage added.			Without Primage.	With 5 per cent. Primage added.			Without Primage.	With 5 per cent. Primage added.			Without Primage.	With 5 per cent. Primage added.
D.	C.	C. HDS.	C. HDS.	D.	C.	C. HDS.	C. HDS.	D.	C.	C. HDS.	C. HDS.	D.	C.	C. HDS.	C. HDS.
1	1	1 06	1 75	5	10	16 66	17 50	10	21	35 00	36 75	16	32	53 33	56 00
2	2	2 06	2 75	6	11	18 32	19 25	11	22	36 66	38 50	17	33	55 00	57 75
3	3	3 06	3 75	7	12	20 00	21 00	12	23	38 33	40 25	18	34	56 66	59 50
4	4	4 06	4 75	8	13	21 66	22 75	13	24	40 00	42 00	19	35	58 33	61 25
5	5	5 06	5 75	9	14	23 33	24 50	14	25	41 66	43 75	20	36	60 00	63 00
6	6	6 06	6 75	10	15	25 00	26 25	15	26	43 33	45 50	21	37	61 66	64 75
7	7	7 06	7 75	11	16	26 66	28 00	16	27	45 00	47 25	22	38	63 33	66 50
8	8	8 06	8 75	12	17	28 33	29 75	17	28	46 66	49 00	23	39	65 00	68 25
9	9	9 06	9 75	13	18	30 00	31 50	18	29	48 33	50 75	24	40	66 66	70 00
10	10	10 06	10 75	14	19	31 66	33 25	19	30	50 00	52 50				
				15	20	33 33	35 00	20	31	51 66	54 25				

In above calculations the Pound Sterling is taken at \$4.80 Gold Value.

Rates Flour per Barrel, in Shillings and Pence, Sterling, and Equivalent Rate in Cents, Gold, with and without Primage, also per Ton of 2240 lbs., at 8 per Cent. Advance.

FLOUR.

Shillings and Pence per Barrel.	Equal to in Cents, Gold, per Barrel.		Equal to per Ton, ten barrels to 2,240 lbs.		Shillings and Pence per Barrel.	Equal to in Cents, Gold, per Barrel.		Equal to per ton ten Barrels to 2,240 lbs.	
	Without Primage.	With 5 per cent. Primage Added.	Without Primage.	With 5 per cent. Primage Added.		Without Primage.	With 5 per cent. Primage Added.	Without Primage.	With 5 per cent. Primage Added.
s. d.	c.	c. h.	s. d.	s. d.	s. d.	c.	c. h.	s. d.	s. d.
3	06	6 30	2 6	2 7 1/2	5 9	1 38	144 90	57 6	60 4 1/2
4	12	12 60	5 0	5 3	6	1 44	151 20	60	63
5	18	18 00	7 6	7 10 1/2	6 3	1 50	157 50	62 6	65 7 1/2
6	24	24 00	10	10 6	6 6	1 56	168 30	65	68 3
7	30	30 00	12 6	12 12 1/2	6 9	1 62	170 10	67 6	70 10 1/2
8	36	36 00	15 0	15 18 1/2	7	1 68	176 40	70	73 6
9	42	42 00	17 6	17 24 1/2	7 3	1 74	182 70	72 6	76 1 1/2
10	48	48 00	20 0	20 30 1/2	7 6	1 80	189 00	75	78 9
11	54	54 00	22 6	22 36 1/2	7 9	1 86	195 30	77 6	81 4 1/2
12	60	60 00	25 0	25 42 1/2	8	1 92	201 60	80	84
13	66	66 00	27 6	27 48 1/2	8 3	1 98	207 90	82 6	86 7 1/2
14	72	72 00	30 0	30 54 1/2	8 6	2 04	214 20	85	89 3
15	78	78 00	32 6	32 60 1/2	8 9	2 10	220 50	87 6	91 10 1/2
16	84	84 00	35 0	35 66 1/2	9	2 16	226 80	90	94 6
17	90	90 00	37 6	37 72 1/2	9 3	2 22	233 10	92 6	97 1 1/2
18	96	96 00	40 0	40 78 1/2	9 6	2 28	239 40	95	99 9
19	1 02	1 02 00	42 6	42 84 1/2	9 9	2 34	245 70	97 6	102 4 1/2
20	1 08	1 08 00	45 0	45 90 1/2	10	2 40	252 00	100	105
21	1 14	1 14 00	47 6	47 96 1/2					
22	1 20	1 20 00	50 0	50 102 1/2					
23	1 26	1 26 00	52 6	52 108 1/2					
24	1 32	1 32 00	55 0	55 114 1/2					

Estimated weight, 200 lbs.; actual weight, 216 lbs.

CUSTOMS WAREHOUSING PORTS IN THE PROVINCE OF ONTARIO.

STATION.	RAILWAY.	STATION.	RAILWAY.
Amherstburg.....	Canada Southern.	London.....	Grand Trunk.
Barrie.....	Northern and N. W. R.	Matilda (Iroquois).....	"
Belleville.....	Midland.	Morrisburg.....	"
Belin.....	Grand Trunk.	Napanee.....	"
Bowmansville (in Darlington).....	"	Newcastle.....	"
Brautford.....	"	Niagara.....	Gt. West. also Can. S'th'n.
Brockville.....	"	Oakville.....	Grand Western.
Cardinal.....	Great Western.	Oshawa.....	Grand Trunk.
Chatham.....	"	Ozawa.....	St. L. and O. also C. P.
Clinton.....	Grand Trunk.	Owen Sound.....	T. G. and B.
Cobourg.....	"	Paris.....	Grand Trunk.
Colborne (Port Colborne).....	"	Pembroke.....	Canadian Pacific.
Colborne—in Cramahe, Co. N'tumberld.....	"	Peterborough.....	Midland.
Collingwood.....	Northern and N. W. R.	Pictou.....	P. E. Co.
Cornwall.....	Grand Trunk.	Port Credit.....	Grand Western.
Dover (Port Dover).....	"	Prescott.....	Grand Trunk.
Dundas.....	Great Western.	Queenstown.....	Canada Southern.
Dunnville.....	Grand Trunk.	Sarnia (Point Edward).....	Grand Trunk.
Port Erie.....	"	Simcoe.....	"
Galt.....	"	St. Mary's.....	"
Gannaque.....	"	St. Catharines.....	Gt. West. also Welland.
Goderich.....	"	St. Thomas.....	Gt. West. also Can. So.
Guelph.....	"	Stratford.....	Grand Trunk.
Hamilton.....	Midland.	Toronto.....	Midland.
Hope (Port Hope).....	Gt. West. also Cr. Valley.	Trenton.....	Grand Trunk.
Ingersoll.....	Great Western.	Walkerton.....	Great Western.
Kincardine.....	Grand Trunk.	Whitby.....	Midland.
Kingston.....	Midland.	Windsor.....	Great Western.
Lindsay.....	"	Woodstock.....	Grand Trunk.

PROVINCE OF QUEBEC.

STATION.	RAILWAY.	STATION.	RAILWAY.
Caticooks.....	Grand Trunk.	St. Johns.....	Grand Trunk.
Montreal.....	"	St. Hyacinthe.....	"
Quebec and for Point Levi.....	"	Sherbrooke.....	"
Richmond.....	"	Sorel.....	South Eastern.
Rimouski.....	Intercolonial.	Stanstead.....	Passumpsic.
St. Armand.....	Central Vermont.	Three Rivers for Doucet's Landing.....	Grand Trunk.

PROVINCE OF NEW BRUNSWICK.

STATION.	RAILWAY.	STATION.	RAILWAY.
Bathurst.....	Intercolonial.	Newcastle.....	Intercolonial.
Campbellton.....	"	Sackville.....	"
Chatham.....	"	Shediac.....	"
Dalhousie.....	"	St. Andrews.....	N. B. and C.
Dorchester.....	"	St. John.....	Intercolonial.
Fredericton.....	N. B. and C.	St. Stephen.....	N. B. and C.
Moncton.....	Intercolonial.	Sussex.....	Intercolonial.
McAdam Junction.....	E. and N. A.	Woodstock.....	N. B. and C.

PROVINCE OF NOVA SCOTIA.

STATION.	RAILWAY.	STATION.	RAILWAY.
Amherst.....	Intercolonial.	Kentville.....	W. and A.
Annapolis.....	W. & A.	Londonderry.....	Intercolonial.
Antigonish.....	Halifax and C. B.	Pictou.....	"
Bridgetown.....	W. and A.	Truro.....	"
Halifax.....	Intercolonial.	Windsor.....	W. and A.

LIST OF STATIONS IN CANADA, &c., ON RAILWAYS CONNECTING WITH THE MIDLAND OR VIA THE GRAND TRUNK RAILWAY.

Passumpsic Railroad.

Ayer's Flats, P.Q.	Massawippi, P.Q.	St. Johnsbury Cen- tre, Vt.
Barnet, Vt.	McIndoes, Vt.	Smith's Mills, P.Q.
Barton, Vt.	Newbury, Vt.	South Barton, Vt.
Barton Landing, Vt.	Newport, Vt.	South Newbury, Vt.
Bradford, Vt.	Norrisville, Vt.	St. Johnsbury, P.Q.
Capleton, P.Q.	North Hatley, P.Q.	St. Johnsbury, P.Q.
Coventry, Vt.	North Hatfield, Vt.	St. Johnsbury, P.Q.
Ely, Vt.	Norwich, Vt.	Thetford, Vt.
Farley, Vt.	Passumpsic, Vt.	Wells River, Vt.
Libby's Mills, P.Q.	Pompanoac, Ct.	West Burke, Vt.
Lyndon, Vt.	Ryegate, Vt.	White River Jc., Vt.
Lyndonville, Vt.	St. Johnsbury, Vt.	

International Railway.

Birchton,	*Johnville,	Robinson or Bury,
*Bulwer,	Lake Mugantic,	Scotstown,
Cookshire,	*McLeod's Crossing,	Spring Hill.
*Gould,	*Marsden,	

Quebec Central Railway.

Ascot,	D'Iraoli,	St. Joseph,
*Basin,	Dudswell,	Thetford Mines,
Beauce Junction,	Garthby,	Tring,
Black Lake,	Lake Weedon,	Weedon,
Broughton,	*Robertson,	*Westbury.
*Coleraine,	St. Frederic,	

Levis and Kennebec Railway.

Connecting with Intercolonial Railway at St. Henri, and Quebec Central Railway at Beauce Junction.

*Hamanne,	*St. Henri Village,	St. Mary,
St. Anselme,	*St. Gervais,	Scott's.
	St. Henedine,	

Intercolonial Railway.

For List of Stations, see Current Tariff.

South-Eastern Railway.

Abercorn, P.Q.	Longueuil, P.Q.	*St. Robert, P.Q.
Brigham, P.Q.	Mansonville, P.Q.	*Savage's Mills, P.Q.
Brome Corner, P.Q.	Marienville, P.Q.	Sorel, P.Q.
*Chambly Basin, P.Q.	Newport, Vt.	*South Roxton, P.Q.
Chambly Canton, P.Q.	Newport Centre, Vt.	Sutton Jc., P.Q.
Cowanville, P.Q.	North Troy, Vt.	Sutton Flat, P.Q.
Drummondville, P.Q.	Richelieu, P.Q.	Sweetburg, P.Q.
East Farnham, P.Q.	Richford, Vt.	Warren, P.Q.
East Richford, Vt.	Roxton Falls, P.Q.	Waterloo, P.Q.
*Farnden, P.Q.	St. Angele, P.Q.	West Brome, P.Q.
*Foster, P.Q.	St. Bridget, P.Q.	West Farnham, P.Q.
Glen Sutton, P.Q.	St. David, P.Q.	Wickham, P.Q.
Knowlton, P.Q.	St. Germain, P.Q.	Yamaska, P.Q.
Laval's Corner, P.Q.	St. Guillaume, P.Q.	

Lake Champlain & St. Lawrence Junction Railway.

Abbotsford,	L'Ange Gardien,	St. Pie,
Bedford,	Mystic,	St. Simon,
Farnham,	St. Guillaume,	Stanbridge.
	St. Hugues,	

Central Vermont Railroad.

(Canadian Stations Only.)

*Aubre Brook,	Granby,	*South Stukely.
*Angeline,	Magog,	Staubridge,
*Bolton Forest,	*Orford Lake,	Versailles,
*Castle Brook,	St. Alexandre,	Watrinou,
Des Rivières,	St. Armand,	West Farnham,
*Dillonton,	St. Brigid,	West Sheffield.

Quebec, Montreal, Ottawa and Occidental.

Aylmer,	Lachute,	St. Barthelemy,
Batiscan,	Lanoraie,	St. Bazile,
Belair,	L'Ange Gardien,	St. Cuthbert,
*Belmont,	L'Assomption River,	St. Henri de Mas-
Berthier,	La Valrie Road,	couche,
Buckingham,	L'Epiphanie,	St. Hermas,
*Caban Ronde,	Lorette,	*St. Janvier,
Calumet,	Louisville,	St. Jeanne de Neu-
Champlain,	Mackinaw,	ville, (Pont Rouge)
Deschambault,	Mill Point,	St. Jerome,
*Duchene Mills,	Montebello,	St. Martin Junction,
East Templeton,	*North Nation Mills,	St. Maurice,
Gatineau,	Ottawa,	St. Philippe,
Grandes Piles,	Papineauville,	St. Rose,
Grenville,	Pointe au Chene,	St. Scholastique,
Gronelines,	Pointe du Lac,	St. Therese,
Hochelaga,	Portneuf,	St. Vincent de Paul,
Hull,	Quebec,	Sault aux Recllets,
Joliette,	Rockland,	Terrebonne,
Joliette Junction,	St. Anne de la Pa-	Three Rivers,
Lac a la Tortue,	rade,	Thurso,
Lachevrotiere,	St. Augustin,	Yamachiche.

St. Lawrence and Ottawa Railway.

Chaudiere Jc., Ont.,	Manotick,	Oxford,
Gloucester,	Osgoode,	Sauhin's Siding,
Kemptville,	Ottawa,	Spencerville.

Canadian Pacific Railway, Eastern Division.

Almonte,	Cobden,	*Pike Falls,
*Appleton,	*Fairfield,	*Point Alexander,
Arnprior,	Franktown,	Rontrou,
Ashton,	*Graham's,	*Russell's,
*Beckwith,	*Government Road,	Sand Point,
Bell's Corners,	Grand Trunk Jc.,	*Skenes,
Bellmays,	Haleys,	Smith's Falls,
*Bell's,	Irish Creek,	*Snedden's,
*Brasidie,	*Jelly's,	*Story's,
*Britannia,	Mackies,	Stittsville,
Brockville,	*Moor's Lake,	*Waba Nurseries,
Carleton Junction,	Ottawa,	*Wells's,
*Castleford,	Pakenham,	*Weston's,
*Chalk River,	Pembroke,	*Wolford.
*Clark's,	Perth,	
*Cleary's,	*Petawawa,	

Kingston and Pembroke Railway.

Bedford,	Hinchinbrooke,	Oro,
Glenvale,	Mississippi,	Parham,
Harrowsmith,	Murvale,	Sharnot Lake,
Hartington,	Olden,	Verona.

Prince Edward County Railway.

Bloomfield,	*Four Corners,	Pictou,
*Carrying Place,	Hillier,	*Stinson's Creek,
Consecon,		Wellington.

Cobourg, Peterborough and Marmora Railway.

*Baltimore,	*Hamm,	Harwood,
*Briden's,		*Summit.

Great Western Railway.

Alma,	Gibbes,	Nixon,
Appin,	Goldstone,	Norwich,
Aylmer,	Gowanstown,	Oakville,
*Baird's,	Grimshy,	Paisley,
*Baptiste Creek,	Hamilton,	Palmerston,
Beachville,	Harrisburg,	*Paynes,
Beamsville,	Harrison,	Petrolia,
Belle River,	*Hatchley,	Petrolia Junction,
Blue Vale,	Harley,	Pinkerton,
Bothwell,	Hensall,	Port Credit,
Blythe,	Henfryn,	Port Elgin,
Brecon,	Hespeler,	Port Stanley,
Brucefield,	*Hyde Park,	Preston,
Barford,	Iderton,	Princeton,
Branchton,	Ingersoll,	*Renton Ripley,
Bronte,	Jarvis,	St. Catharines,
Brussels,	Jennette's Creek,	St. George,
Burlington,	Jordan,	St. Thomas,
Crysa,	Kerwood,	Sincoe,
Cledeboye,	Kippin,	Southampton,
Clifford,	Kincardine,	Springford,
Clifton,	Komoka,	Stevensville,
Centralia,	*Lawrence,	*Stony Creek,
Chatham,	*Lewisville,	Stony Point,
Copetown,	Listowel,	Strathroy,
Corinth,	Longwood,	Suspension Bridge,
Courtland,	Londesborough,	Thamesville,
Darling Road Siding,	Lacknow,	*Thames River,
Delhi,	Lynden,	Tilbury,
Diltz,	*Manhamin,	*Turner's,
Dorchester,	Marshallville,	Walkerton,
Drayton,	Merritt Junction,	*Wanstead,
Dundas,	Middlemiss,	Waterdown,
*Dunkeld,	Mildmay,	Watford,
Eastwood,	Mimico,	*Waukena,
*Ekfrid,	Moorefield,	Westminster,
Elora,	*Moulton,	Whitechurch,
Ethel,	Mount Brydges,	*White's,
Ethelcooke,	Mount Pleasant,	Windsor,
Exeter,	*Mount Vernon,	Wingham,
Fergus,	Nelles Corners,	Winton,
*Glanworth,	Newbury,	Woodstock,
Glencoe,	Newry,	Wyonning,
	*New Sarum,	Yarmouth.

Welland Railway.

*Allanburgh,	*Loop Line Junction	St. Catharines.
*Allanburgh Jc.	Merritt,	Thorold.
*Humberstone,	Port Dalhousie,	Welland.
	Port Robinson,	

*Flag Stations. Freight must be Prepaid.

LIST OF STATIONS IN CANADA, &c., (Continued.)

Northern and North-Western Railway.

Allandale,	*Garnett,	Orillia,
Alliston,	*Gillford,	Palgrave,
Aurora,	*Glendon,	Pentanguishene,
Angus,	Glenora,	Port Dover,
*Atherley,	*Glen Huron,	Philipston,
Avening,	*Glen Williams,	Richmond Hill,
*Ballsville,	*Gowan,	Riversdale (formerly
Barrie,	Gravenhurst,	Sligo),
Beeton,	Hagersville,	*Rymal,
*Boston Mills,	Hamilton,	Salmonville,
Bradford,	Hawkestone,	*Saurin,
Burlington,	*Headrie,	Steyner,
Caledon East,	Holland Landing,	*St. Ann's,
*Centerville,	Jarvis,	*Stewarton,
Cookstown,	King,	*Tioza,
Collingwood,	Lefroy,	Thorahill,
Colwell,	Lisle,	*Thompsonville,
*Chatham,	*Longford,	Thornton,
*Craigleith,	Meaford,	Thornbury,
Craigville,	Milton,	Tottenham,
Crescent,	Minessing,	*Victoria,
*Davenport,	Muskoka Wharf,	Washago,
Dunroon,	Newmarket,	Wyevale,
Elmvale,	New Lowell,	Zimmerman.
*Everett,	*Nottawa,	

Credit Valley Railway.

*Auburn,	*Dunfries,	Milton,
Ayr,	Drumbo,	*Melrose,
Alton,	Douglas,	Meadowdale,
*Blandford,	*Edmonton,	*Melville,
Beachville,	Erin,	Orangeville,
Belmont,	Elora,	Parkdale,
Brampton,	*Forks of Credit,	Pittsburgville,
*Carlton,	Fergus,	Riversdale,
Cooksville,	Galt,	*Springfield,
Campbellsville,	*Garafraxa,	Streetsville,
*Churchville,	Harrisville,	Schaw,
*Campbell's Cross,	Hillsburg,	St. Thomas,
Cheltenham,	Islington,	*Traffalgar,
Church's Falls,	Inverkip,	*Woolverton,
*Dixie,	Ingersoll,	Woodstock.
	Laupont,	

Toronto, Grey and Bruce Railway.

Alton,	Harriston,	Owen Sound,
Amaranth,	Humber Summit,	Page's,
Arnett,	Kendalworth,	Priceville,
Arthur,	Kleinburg,	Proton,
Berkeley,	Laurel,	Rockford,
Bolton,	Luther,	Shelburne,
Charleston,	Markdale,	Teeswater,
Chesworth,	Mono Road,	Wablenmar,
Dundalk,	Mount Forest,	Williamsford,
Flesherton,	Orangeville,	Wingham Road,
Fortwich,		Woodbridge,
Gorrie,		Wroseter.

Canada Southern Railway.

*Air Line Crossing,	*Ekfrid,	Rodney,
Alvinston,	Essex Centre,	*St. Clair Junction,
Amherstburg,	Fletcher,	St. Thomas,
Attercliffe,	Hagersville Junction,	Shedden,
*Aylmer Road,	*Harwich,	*Southwold,
Bismarck,	Highgate,	Springfield,
*Brigden,	*Inwood,	Suspension Bridge,
*Brookfield,	Iona,	*Taylor,
Black Creek,	Kingsmill,	Tilbury,
Brownsville,	*Melbourne,	Tilsonburg Junction,
Buxton,	Muirkirk,	*Townsend,
Charing Cross,	Niagara,	Villa Nova,
*Chippewa,	Niagara Falls,	Waterford,
*Colchester,	*Niagara Junction,	*Weldon,
Comber,	Oil City,	Welland Junction,
Cornell,	Perry,	*Wellandport,
Courtright,	Pt. D. & L. H. Ry. Jc.	Windham,
Deans (or Cayuga),	*Queenston,	Woodlee.
*Delaware,	Ridgeway,	
Dutton,		

Grand Trunk Railway.

Auburn,	Grafton,	Point St. Charles,
Actonvale,	Georgetown,	Pr'vince Line,
Aultsville,	Guelph,	Richly,
Acton West,	Gait,	*Richmond,
Ailsa Craig,	Grafton,	Riviere Beaudette,
Armadale,	Goderich,	Rideau,
Arthursburg,	Grand Ligne,	*Ridgeway,
Aston,	Hamburg,	Richwood,
Bryant's Bond,	Hamilton,	Romeo,
Bethel,	Holmesville,	Rochester,
Berlin Falls,	Hughes,	Riviere du Loup,
Beattie's,	Huntingford,	Rousse's Point,
Brompton Falls,	Island Pond,	South Paris,
Britannia Mills,	Iroquois,	Shelbourne,
Belocil,	Johnson's,	Stark, W. S.,
Beaconsfield,	Kingston,	*Stark,
Bainsville,	Kingsley,	Summit,
Brockville,	Lewiston Junction,	Sherbrooke,
*Ballantynes,	Lewiston,	South Durham,
Belleville,	Lock's Mills,	St. Liborie,
Lake,	Lennoxville,	St. Rosalie,
Bowmanville,	*Liagar,	St. Hyacinthe,
Brampton,	Lachine Junction,	St. Madelin,
Breslau,	Lachine Bank,	St. Hilaire,
Berlin,	Lancaster,	St. Bruno,
Blair,	Lyn,	St. Hubert,
Baden,	Lansdown,	St. Lambert,
Blackwell,	Lincolne,	St. Anne,
Buffalo,	London,	St. Dominique,
Black Rock,	Lucan,	Summerstown,
Bertie,	Listowel,	*Sidney,
Brantford,	Lyser,	*Smithfield,
Brantrode,	Lucanville,	Shackopea,
Bright,	Laclache,	Shannonville,
Burgessville,	Lacolle,	Scarboro Junction,
Brantford Junction,	Luprerie,	Stratford Junction,
*Brousseau's,	*Lapiniere,	Stratford,
Cumberland,	Mechanic's Falls,	St. Paul's,
Coniawoke,	*Milan,	St. Mary's,
Compton,	Montreal,	Sarna,
Coteau Landing,	Mille Roches,	Smith's Creek,
Cornwall,	Morrisburg,	Schrippingville,
Cardinal,	Maitland,	Seaford,
*Collin's Bay,	Mallorytown,	Shelby,
Colborne,	Malton,	St. John's,
Cobourg,	Mosborough,	St. Agapit,
Carlton,	Morden's Crossing,	St. Julie,
Cumachie,	Milwaukee Junction,	Somerset,
Chesterfield,	Mitchell,	Stanford,
Cutcliffe,	Mount Clemens,	Stottsville,
*Cook's,	Mill Bank,	St. Henri,
Caledonia,	Milvertown,	St. Constant,
*Cainsville,	Mettham's Mills,	St. Isidore,
Clinton,	New York,	St. Remi,
C. S. R. Junction,	North Yarmouth,	*St. Celestin,
Chaudiere Curve,	New Gloucester,	*St. Gregoire,
Chaudiere,	Norway,	Trenton,
Craig's Road,	North Stratford,	Toronto,
Deering,	Norton Mills,	Thornedale,
Danville,	Napanee,	Tavistock,
Dixville,	Newtonville,	Tavistock Junction,
Danly,	Newcastle,	Tyendinaga,
Durval,	Norval,	Upton,
Duffin's Creek,	New Haven,	Valoisville,
D. & B. C. Crossing,	Norwich,	Vaudreuil,
Doon,	Oxford,	West Paris,
Detroit Junction,	Ottawa,	West Milan,
Dunville,	Ottawa,	West Bethel,
Drumbo,	Onondaga,	Wenlock,
Dublin,	Portland,	Wentworth,
Empire Road,	Portland & R. Jc.	Windsor Mills,
Erneston,	Pownal,	Wales,
Erie,	Pointe Claire,	Whitby,
*Falmouth,	Prescott Junction,	Weston,
*Farron's Point,	Port Hope,	Waterloo,
Fredericksburg,	Port Union,	Widder,
Fraser,	Port Colborne,	Wainfleet,
Forrest,	Petersburg,	Woodward Ave,
Freeman's Crossing,	Paris,	Washington,
Fort Erie,	Port Huron,	Woodstock,
Gilead,	Pontiac,	Warwick,
Gorham,	Port Dover,	*Walker's Cutting,
Groveton,	Point Levi,	Yarmouth Junction,
Groveton Junction,		York.
Gananoque,		

*Flag Stations. Freight must be Prepaid.

LIST OF STATIONS UPON THE CHICAGO AND GRAND TRUNK RAILWAY, MICHIGAN AIR LINE, &c.

Chicago and Grand Trunk Railway.

Ainsworth, Ind.	Emmet, Mich.	*Pine Lake, Mich.
Attica, Mich.	*Fish Lake, Ind.	Pottersville, Mich.
Bancroft, Mich.	Flint, Mich.	Ransom, Mich.
Battle Creek, Mich.	Grangers, Ind.	Reedsdale, Ind.
Bellevue, Mich.	Hamilton, Mich.	*Ropers, Mich.
Blue Island, Ill.	Haskell, Ind.	Sanborn, Mich.
Capac, Mich.	Inlay City, Mich.	Schoolcraft, Mich.
Cassopolis, Mich.	*Indian Lake, Mich.	Scotts, Mich.
Charlotte, Mich.	Joliet Crossing, Ind.	Sedley, Ind.
Chicago, Ill.	Kingsbury, Ind.	Shaftsbury, Mich.
Chicago Jc., Mich.	Lapeer, Mich.	South Bend, Ind.
Climax, Mich.	Lansing, Mich.	South Lawn, Ill.
*Crapo, Mich.	*Leesburg, Mich.	Stillwell, Ind.
Crum's Point, Ind.	Marcellus, Mich.	Thornton Jc., Ill.
Dawson, Mich.	Maynard, Ind.	Union Mills, Ind.
Davison, Mich.	*Millata, Mich.	Valparaiso, Ind.
*Dodgeville, Mich.	Mishawaka, Ind.	Vicksburg, Mich.
*Duffield, Mich.	Morrice, Mich.	Wakarusa, Mich.
Durand, Mich.	Olivet, Mich.	Wellboro, Ind.
Edwardsburg, Mich.	*Penn, Mich.	
Elba, Mich.	*Perry, Mich.	

Michigan Air Line District.

Armada, Mich.	Pontiac, Mich.	*Shelby, Mich.
*Auburn, Mich.	Rochester, Mich.	*Washington, Mich.
	Romeo, Mich.	

Detroit, Saginaw, and Bay City Railroad.

Arn,	Goodison's,	Saginaw City.
Bay City,	Hunter's Creek,	Stephens,
Buena Vista,	Metamora,	Thomas,
Cato,	Millington,	Utica,
Carpenter's,	Munger's,	Vassar,
Centre Line,	Norris,	Veedfietz,
Columbiaville,	Orion,	Wahjamega,
Denmark Junction,	Otter Lake,	Warren,
East Saginaw,	Oxford,	Watrousville.
Five Lakes,	Reese,	

Detroit, Grand Haven and Milwaukee Railway.

Ada,	Gaines,	Owosso,
Berlin,	Grand Haven,	Owosso Junction.
Birmingham,	Grand Rapids,	Pewano,
Clarkston,	G. R. & I. Junction,	Royal Oak,
Coopersville,	Holly,	Sarnac,
Corunna,	Ionis,	St. Johns,
Davidsburgh,	Linden,	Shepardsville,
Drayton Plains,	Lowell,	Spring Lake,
Fenton,	Muir,	Vernon,
Ferryburgh,	Nunica,	Waterford.
Fowler,	Ovid,	

Port Huron and North-Western Railway.

Amadore,	Crosswell,	Kingsleys,
Anderson,	Deckerville,	Marlette,
Brockway Center,	Downing,	Melvin,
Brown City,	Farr's,	Minden,
Carsonville,	Grant Center,	Sand Beach.
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*Flag Stations. Freight must be Prepaid.

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MIDLAND RAILWAY OF CANADA.

ALPHABETICAL CLASSIFICATION OF FREIGHT.

EXPLANATION OF TERMS USED.

1, 2, 3, 4 stand for First, Second, Third and Fourth Class, respectively; 4-1, 3-1, D-1, 1½-1 stand for four times First, three times First, double First and one and a half times First Class; S. R., Special rate; L. S. R., Live Stock rates; L., Lumber rates. Articles not enumerated to be charged the same as similar or analogous articles.

SMALLS.—All articles are to be charged as Smalls, unless the actual weight, at the rate per 100 lbs. given in the Classification amounts to more. Articles from one Consignor to different Consignees must be charged for separately. When small consignments of two or more packages each under 100 lbs. are sent by one Consignor to one Consignee, their weights are to be added together, and the charge is to be at the highest class in which any of them is placed, but no less charge is to be made than the rate for Smalls.

First and Second Class goods must be charged as 20,000 lbs. Third Class rate, if the charge for actual weight at per 100 lbs. at First and Second Class rates exceeds said Car Load rate and Third Class Freight must be charged as 20,000 lbs. Fourth Class rate, if the charge at actual weight at per 100 lbs. Third Class rate exceeds said Car Load rate.

CLASS A.—Charge 16,000 lbs. per car, same figures in dollars as First Class rate per 100 lbs; excess over 16,000 lbs. to be charged in proportion. Light and Bulky Freight classified Class A, in car loads, must be charged one-third extra if loaded in large furniture cars.

As cars capable of carrying 15 tons have lately been placed in use, it has been decided that the rates on freight are not in future to be quoted or charged by the car load, with the exception of live stock, and such freight as hay, wool, uncompressed cotton, and excelsior when shipped in large quantities. When shipped in small quantities, these and all other freight must be charged at so much per 100 lbs. Flour and analogous traffic in car loads, where the weight of the packages is definitely ascertained, may be rated by the package.

Agents will please note that cars may be loaded with any description of freight to the extent of 24,000 lbs. and they are requested to see that they are loaded to their full capacity.

Where Tariff Book gives the rate per car load, as in the case of Live Stock, the rate is for a quantity of 20,000 lbs., Class A. 16,000 lbs. When more is loaded as directed above, the excess up to 24,000 lbs. (except in the case of the cars lettered to carry 15 tons, which may be loaded up to 30,000 lbs.) must be charged for at a proportionate rate to that given in the Tariff Book for car load quantities.

All car freight loaded at Stations where there are Track Scales must be weighed before the cars are forwarded; and where there are no Track Scales, the freight, if not otherwise weighed, can be billed at estimated weights given in list of estimated weights, but the car must be labelled to and weighed at the first Weighing Station it reaches en route to destination, and notation in *all* cases must be made on the W. B. as follows:—"Car weighed at. .Gross. .lbs., Tare. .lbs., Net. .lbs." This net weight is to be accepted by receiving Station, and if car has been underbilled in weight, Agent must at once ask sending Station for account W. B., as directed in Instructions.

Narrow guage cars on the Toronto and Nipissing Division must continue to be loaded and charged for at weights as per regulations of the Toronto and Nipissing Railway, dated prior to 1st January, 1882.

Articles of Mixed Freight must not be charged at Car Load rates without special authority, but each description weighed and charged as per Classification.

All Articles marked at *Owner's risk* in this Classification must be so *received for* by Agents.

Grain in bulk must always be received for as "more or less."

LUMBER.—When freight is classified to be charged Lumber rate in car load quantities, it is per car of 24,000 lbs. If the cars are loaded above that up to 26,000 lbs. ordinary car, or 30,000 lbs. fifteen ton car, the excess must be charged a proportionate rate.

Flour, Grain, Live Stock or Lumber rate columns are given for car load quantities only; they are invariably

Engines, Machinery, Implements or other Bulky Articles, not exceeding 12,000 lbs., too large for an ordinary box car, and requiring a platform car for transit, to be charged as 20,000 lbs. at Lumber rate.

Fruit, Vegetables, and other perishable freight must always be prepaid and released when consigned through the United States; and also in Canada, between the 1st December and 31st March.

GEO. A. COX,
General Manager.

GENERAL OFFICES, PETERBOROUGH, ONTARIO, }
First January, 1882. }

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CLASS

ALPHABETICAL CLASSIFICATION OF FREIGHT.

ARTICLE.	Class.	ARTICLE.	Class.
Acids must not be taken for shipment by water, unless by special contract.		Apples , in barrels, over 50 and under 100 barrels.	3
Acids , less than 15 carboys, <i>Owner's risk</i>	D 1	Apples , in barrels, over 100 and under 150 barrels.	1
Acids , 15 carboys and upwards, <i>Owner's risk</i>	1	Apples , in barrels, car loads of 150 barrels and over.	1
Acids , in carboys, car loads of not less than 20,000 lbs., <i>Owner's risk</i>	4	Tariff Flour rates per barrel.....	
Aerated Waters , in glass or stone, <i>Owner's risk</i> , prepaid.	1	Apples , dried, in barrels.....	1
Aerated Waters , (bottled), in boxes or barrels, <i>Owner's risk</i>	3	Apples , dried, in barrels, car loads of not less than 20,000 lbs.....	1
Aerated Waters , in wood, any quantity, <i>Owner's risk</i> of leakage.....	4	Arrow Root , in boxes or barrels.....	1
Agricultural Implements , taken at <i>Owner's risk</i> in car loads loaded and unloaded by owners. See foot note.	Class A	Asbestos , in packages.....	3
Agricultural Implements , shipped by manufacturer:		Asbestos , in car loads, 20,000 lbs. and over.....	4
In full car loads, same as Tariff Flour rate per car of 120 bbls.; loading and unloading to be done by owners.		Ashes , Pot, Pearl and Soda.....	4
When on flat cars <i>U. R.</i> at Tariff Lumber rates, 24,000 lbs.; to be loaded and unloaded by owners.		Ash Boilers and Kettles , large and heavy.....	2
Agricultural Implements , less than car loads, at <i>Owner's risk</i> , as follows:		Ash Boilers and Kettles , large and heavy, car loads of not less than 20,000 lbs.....	4
Mowing Machines shipped in pieces, actual weight	1	Asphaltum	2
Reaping Machines, Woods' Self Raker, shipped in pieces, small parts boxed, actual weight.....	1	Asphaltum , car loads of not less than 20,000 lbs.....	3
Marsh's Harvester, 3,000 lbs.....	1	Axes , in boxes, barrels or casks.....	4
Combined Mowing and Reaping Machines, shipped in pieces, actual weight.....	1	Axes , in boxes, car loads of not less than 20,000 lbs.....	4
Put together ready for operation, (loaded and unloaded by owners.)	1	Axle Grease , in barrels or casks.....	3
2,500 lbs.....		Axle Grease , in barrels or casks, car loads of not less than 20,000 lbs.....	4
Threshing Machines, Separator, (loaded and unloaded by owners.)	1	Axles , Iron or Locomotive.....	3
3,000 lbs.....		Axles , Iron, car loads of not less than 20,000 lbs.....	4
Horse Powers, Tread or Endless Chain, 2 horses, 4,000 lbs.....	1	Axles , Carriage or Waggon, wood.....	2
1 horse, 3,000 lbs.....	1	Axles , Carriage or Waggon, car loads. See foot note.	Class A
Other descriptions, 10 Horse..... 3,000 lbs.	1	Bacon , loose or in bags, <i>Owner's risk</i>	1
6 Horse..... 1,600 lbs.	1	Bacon , loose, car loads of not less than 20,000 lbs., <i>Owner's risk</i> as to quantity and weight.....	3
4 Horse..... 1,200 lbs.	1	Bacon , in boxes, barrels or casks.....	3
2 Horse..... 1,000 lbs.	1	Bacon , in boxes, barrels or casks, car loads of not less than 20,000 lbs.....	4
Grain Drills, actual weight.....	1½	Baggage , Military, carried on Government account. See Special Tariff.	
Gang Ploughs..... Same as Ploughs	1	Baggage , not Military or carried for Government. See Household Goods.	
Fanning Machines, 500 lbs.....	1½	Bagging , car loads. See foot note.....	Class A
Horse Rakes.....	1	Bags and Bagging , in bales or bundles.....	3
Horse Rakes, in lots of six, actual weight.....	1	Bags , used in transporting grain or vegetables over this Road. See Returned Empties.	
Grain Cleaners, 500 lbs.....	1	Baking Powder	2
Grain Crushers.....	1	Band Boxes	1-1
Garden Rollers.....	1	Band Boxes , in car loads. See foot note.....	Class A
Grain Drills, 1,000 lbs. each.....	1	Bark , Extract of, in casks, <i>Owner's risk</i> of leakage.....	
Root Cutters and Pulpers.....	1	Bark , Extract of, in casks, do., car loads of not less than 20,000 lbs.....	4
Hay and Straw Cutters, fly wheel detached.....	1	Bark , Tanners.....	3
Hay and Straw Cutters, fly wheel on.....	1½	Bark , Tanners, car loads, 24,000 lbs. See Lumber.	
Ploughs, actual weight.....	1	Barley , Pearl and Pot, in barrels or bags.....	3
Alcohol must not be taken for shipment by water, unless by special contract.		Barley , Pearl and Pot. Lots of 2,000 lbs. or over.....	4
Alcohol , in barrels, <i>Owner's risk</i> of leakage.....	3	Barley , in bulk, in car loads only. 24,000 lbs. Tariff Grain rates per 100 lbs.	
Alcohol , in barrels, car loads of not less than 20,000 lbs., <i>Owner's risk</i> of leakage.....	4	Barilla	2
Ale , must be prepaid between 1st December and 31st March.....		Barrels , empty, prepaid.....	D 1
Ale , in glass or stone, <i>Owner's risk</i>	1	Barrels , empty, new, in car loads, 24,000 lbs., prepaid.....	L. Rates
Ale , (bottled), shipped in boxes or barrels, <i>Owner's risk</i>	3	Barrels , empty, returned, prepaid, except oil barrels, in any quantity, actual weight, same rate as charged when full, but not less than Fourth Class.	
Ale , (bottled), shipped in boxes or barrels, <i>Owner's risk</i> , car loads of not less than 20,000 lbs.....	1	Barytes	3
Ale , in wood in any quantity, <i>Owner's risk</i> of leakage.....	4	Baskets	4-1
Allspice , in boxes or bags.....	1	Baskets , in car loads. See foot note.....	Class A
Almonds , in bags.....	1	Bath Brick	3
Almonds , in boxes, barrels or casks.....	3	Bath Tubs , wood.....	1
Alum , in barrels, casks, kegs or boxes.....	2	Bath Tubs , wood, car loads. See foot note.....	Class A
Alum , in barrels, car loads of not less than 20,000 lbs.....	4	Bath Tubs , tin.....	D 1
Ammunition , Government..... See Special Tariff.		Betting	1
Anchors	3	Bay Rum , in glass or stone, <i>Owner's risk</i>	1
Anchors , in car loads of not less than 20,000 lbs.....	4	Bay Rum , in wood.....	2
Antimony , crude.....	2	Beans , green. See Vegetables.....	
Anvils	3	Beans , dry, in barrels.....	3
Apples , only carried at <i>Owner's risk</i> of freezing, and must be prepaid and released 1st December to 31st March.....		Beans , car loads, 24,000 lbs. Tariff Grain rates per 100 lbs.	
Apples , in bags, boxes, or baskets, prepaid, at <i>Owner's risk</i>	1	Bed Cords	2
Apples , in barrels, under 50 barrels.....	2	Bedding See Household Goods.	
		Bed Springs	3-1

For 1st, 2nd, and 3rd Class goods, in car loads of 20,000 lbs., not given above, see note at head of Classification.

CLASS A.—Charge 16,000 lbs. per car, same figures in dollars as 1st class rate per 100 lbs.; excess over 16,000 lbs. to be charged in proportion.

ALPHABETICAL CLASSIFICATION OF FREIGHT.

ARTICLE.	Class.	ARTICLE.	Class.
Bedsteads, iron.....	1 1/2	Bones, in casks or sacks, car loads of not less than 24,000 lbs.....	L. Rates
do in bundles, in rough state.....	1	Bonnets, boxed.....	4-1
Bedstead Stuff, in car loads. See foot note.....	Class A	Books, in bundles, <i>Owner's risk</i>	1
Bedsteads, shipped by manufacturers at <i>Owner's risk</i> of chafing and breakage.....	3	do in boxes.....	2
Finished, in white, knocked down.....	1	Boots, in trunks.....	D 1
Finished, well slatted or tied together.....	D 1	do in trunks, consigned at <i>Shipper's risk</i>	1
Extra valuable, carved work or elaborately finished. Car loads. See foot note.....	Class A	Boot Crimps.....	1
Beef, fresh, prepaid and released, <i>Owner's risk</i>	1	Borax.....	3
do fresh, car loads of not less than 20,000 lbs. <i>Owner's risk</i> , prepaid and released.....	3	Bottles, empty, in crates or casks, well packed. <i>Owner's risk</i>	1
Beef, salted, in boxes, barrels or casks.....	3	Bows, Carriage, in bundles.....	1
do salted, in boxes, barrels or casks, car loads of not less than 20,000 lbs.....	4	Boxes, empty, new, prepaid.....	D 1
Beehives and Bee-houses, prepaid.....	D 1	do empty, new, in car loads, 24,000 lbs., prepaid.....	L. Rates
Beer, must be prepaid 1st December to 31st March.....	1	do empty, returned, prepaid, in any quantity, actual weight, same rate as charged when full, but not less than Fourth Class.....	2
do in glass or stone, <i>Owner's risk</i>	3	Boxes, Waggon or Carriage.....	3
do (bottled), shipped in boxes or barrels, <i>Owner's risk</i>	4	Bran, in bags.....	4
Beer, (bottled), shipped in boxes or barrels, <i>Owner's risk</i> , car loads of not less than 20,000 lbs.....	4	do in lots of 2,000 lbs. or over.....	4
Beer, in wood, in any quantity, <i>Owner's risk</i>	4	do in bags or bulk, car loads of not less than 24,000 lbs. Tariff Grain rates per 100 lbs.....	1
Beeswax.....	1	Brandy, in glass or stone, at <i>Owner's risk</i>	3
Beets. See vegetables.....	1	do in kegs, barrels, or casks, <i>Owner's risk</i>	1
do in car loads. See vegetables.....	1	Brass, manufactured, not otherwise enumerated.....	2
Bellows.....	1	do in sheets, rods, or rivets.....	3
Bells.....	1	do old.....	4
Belting, Leather or rubber.....	1	do in car loads of not less than 20,000 lbs.....	1
Bent Carriage Stuff, (except bows) in bundles, unfinished.....	3	Bread, <i>Owner's risk</i> , prepaid.....	4
Bent Carriage Stuff, in car loads. See foot note.....	Class A	Bricks.....	L. Rates
Benzine or Benzole, in wood only, <i>Owner's risk</i>	2	Bricks, Fire. See Fire Brick.....	3
do do in wood only, car loads, <i>Owner's risk</i> . This Freight must not be taken for shipment by water.....	4	Bricks, in car loads of not less than 24,000 lbs.....	Class A
Berries, not dried, in baskets or barrels, <i>Owner's risk</i> , prepaid and released.....	1	Brick Machines, by car loads. See foot note.....	2
Berries, dried, in boxes or barrels.....	1	Brimstone, in boxes or kegs.....	3
Billiard Tables, boxed, at <i>Owner's risk</i>	2	Brimstone, in casks or hids.....	4
Binders Boards.....	2	Brimstone, in car loads of not less than 20,000 lbs.....	1
do Boards, in car loads, not less than 20,000 lbs.....	4	Bristles.....	1
Biscuits, in boxes.....	1	Britannia Ware.....	D 1
do shipped by manufacturers.....	2	Brooms.....	1
Bird Cages.....	4-1	do shipped by Manufacturers.....	1
Bitters, in glass, at <i>Owner's risk</i>	1	do boxed.....	2
Blackening.....	2	do in car loads. See foot note.....	Class A
Black Lead.....	2	Broom Corn, pressed, in bales, <i>Owner's risk</i>	1
Blankets, in bales.....	1	Broom Corn, car loads of not less than 20,000 lbs.....	4
Bleaching Salts or Powder, in barrels or casks.....	3	Broom Handles, in bundles.....	3
Bleaching Salts or Powder, in barrels, car loads of not less than 20,000 lbs.....	4	Broom Handles, in car loads. See foot note.....	Class A
Blinds, Window, &c.....	1	Brushes, in boxes.....	1
Blueing, in boxes.....	1	Buckets.....	1
Boats, 15 feet and under to be charged not less than 1,000 lbs. weight. <i>In all cases</i> 20 feet and under to be charged not less than 1,500 lbs. weight. <i>prepaid</i> . Over 20 feet not to be taken unless by special authority.....	1	Buckets, in car loads. See foot note.....	Class A
Boilers, over 25 feet long, to be loaded and unloaded by <i>Owner</i> Special agreement	1	Buckwheat, in sacks or barrels.....	3
Boilers, 25 feet and under, loaded and unloaded by <i>Owner</i>	1	Buckwheat, in sacks or barrels, in lots of 2,000 lbs. or over.....	4
Boilers, by car loads, loaded and unloaded by <i>Owner</i> . See foot note.....	Class A	Buckwheat, car loads, 24,000 lbs. Tariff Grain rates per 100 lbs.....	1 1/2
Boiler Flues.....	2	Buffalo Robes, in bales.....	3-1
do Tubes, brass, copper or iron.....	3	Buggies, Carriages, or Sleighs, crated, actual weight, <i>Owner's risk</i> of chafing and breakage.....	3-1
do Plates.....	2	Building Material (Joiner's Work), in car loads at Tariff Flour rates per car of 120 barrels (exclusive of cartage).....	1
Bolsters, Feather, Hair, &c.....	D-1	Bulbs and Roots, well packed, <i>Owner's risk</i> , prepaid.....	1
Bolster Plates.....	2	Burial Cases, metallic.....	1
Bone Black.....	1	Burial Cases, in nests.....	2
do Dust, in barrels or casks.....	3	Burlaps, in bales or bags.....	3
do Dust, in barrels or casks, car loads of not less than 20,000 lbs.....	4	Burning Fluid. See Benzine.....	3
Bones, in casks or sacks.....	3	Burr Stones, or block.....	3
		Butter, in crocks, jars, baskets, or pails, <i>Owner's risk</i>	1
		Butter, in firkins, kegs, or barrels.....	3
		Butter, in car loads of not less than 15,000 lbs.....	4
		Button Blue, in boxes.....	1
		Cabbage, in crates, bags, or barrels. See Vegetables.....	
		Cabbage, in car loads. See Vegetables.....	

For 1st, 2nd, and 3rd Class goods, in car loads of 20,000 lbs., not given above, see note at head of Classification.

CLASS A.—Charge 16,000 lbs. per car, same figures in dollars as 1st class rate per 100 lbs.; excess over 16,000 lbs. to be charged in proportion.

ALPHABETICAL CLASSIFICATION OF FREIGHT.

ARTICLE.	Class.	ARTICLE.	Class.
Cabinet Organs. See Musical instruments.		Casks, empty, returned, prepaid. See Returned empties.	
Cabinet Ware. See Furniture.		Cassia, in bales, bags or boxes.	2
Cables, Chain.	3	Castile Soap, in boxes.	1
Caissons.	1	Cast Iron Grain Mills.	2
Calced Plaster, in barrels or bags.	4	Castings, Iron, light, loose, or in bundles.	1
Calced Plaster, in car loads of not less than 24,000 lbs.	L. Rates	Castings, Iron, light in boxes or barrels.	2
Calves. See Live Stock.		Castings, Iron, heavy, 100 lbs. or more to the piece.	3
Camphene, in wood only, Owner's risk. This Freight must not be taken to ship by water except by special contract.	1	Castings, Iron, heavy, car loads of not less than 20,000 lbs.	4
Camphor Gum.	1½	Castings, dressed, ready for use, only taken at Owner's risk.	1
Canada Plates.	3	Castings, old, broken. See Iron Scrap.	
Canary Seed, in barrels.	2	Castor Oil, in tin, only taken when boxed, Owner's risk.	1
Candied Peel, in boxes or barrels.	1	Castor Oil, in casks, Owner's risk of leakage.	2
Candies, in boxes or barrels. See Confectionery.		Castor Oil, in casks, car loads of not less than 20,000 lbs., Owner's risk of leakage.	4
Candles, in boxes.	2	Catechu, (Terra Japonica).	1
Candles, in boxes, car loads of not less than 20,000 lbs.	4	Cattle. See Live Stock.	
Canes, in bundles.	1	Cattle Tails.	2
Canned Fish or Fruit, in cases.	3	Cattle Food.	2
Canned Fish or Fruit, in cases, car loads of not less than 20,000 lbs.	4	Cauldron Kettles, Owner's risk of breakage.	1
Cannon or Cannon Ball, if Government property. See Special Tariff.		Caustic Soda, in drums.	3
Cannon or Cannon Ball, not Government property.	3	Cedar Posts, car loads of 24,000 lbs.	L. Rates
Canoes. See Bouts.		Cement, in barrels or bags.	4
Cans, empty, oil or liquid, Owner's risk.	D 1	do in barrels, car loads of not less than 24,000 lbs.	L. Rates
Canvas, in rolls.	1	Chain.	3
Caps and Hats, in cases.	D 1	Chain Pumps and Fixtures.	1
Capstans.	2	Chairs, shipped by manufacturers:	
Car Axles, iron.	3	Set up, finished or unfinished, Owner's risk of chafing or breakage.	D 1
Car Axles, in car loads of not less than 20,000 lbs.	4	Knocked down in bundles or boxes.	1
Carboys, empty, Owner's risk.	D 1	Chair, Lounge and Sofa Frames.	1
Carboys, empty, returned, Owner's risk, prepaid. See Returned Empties.		Chair Stuff, in rough, knocked down.	3
Cardboard, in cases.	1	Chairs, cane seat or hair seat, or rocking, Owner's risk of chafing, actual weight.	3-1
Cards, in cases.	1	Chairs, Common, all wood, Owner's risk of chafing, actual weight.	D 1
Carpets and Carpeting, in bales.	1	Chairs, car loads, Owner's risk of chafing or breakage. See foot note.	Class A
Carpenters' Tools, in boxes.	1	Chair Seats, in bundles.	1
Carriages, boxed, actual weight, Owner's risk. See Vehicles.		Chairs, Iron, railroad.	3
Carriages, not boxed. See Vehicles.		Chairs, Iron, railroad, car loads of not less than 20,000 lbs.	4
Carriage Axles. See Axles.		Chalk, in boxes or casks.	2
Carriage Bows, in bundles.	1	Charcoal, in barrels.	2
Carriage Boxes.	2	Cheese, loose, Owner's risk from all causes.	1
Carriage Springs.	2	do in boxes, barrels, or casks.	3
Carriage Thills, finished.	D 1	do car loads of not less than 15,000 lbs.	4
Carriage Thills, unfinished, in bundles.	3	Cheese Presses.	1
Carriage Thills, car loads. See foot note.	Class A	do Safes.	4-1
Carriage Wheels and Running Gear.	D 1	do Setters.	1
Carrots, in crates, baskets, bags or barrels. See Vegetables.		Chewing Gum.	1
Carrots, in car loads. See Vegetables.		Chicory, in cases.	2
Cars, Railway, on their own wheels.		Chicory, in bags or barrels.	3
Passenger Cars, 15c. per mile.		Children's Sleds, or Sleighs, Cabs, Wagons, entirely at Owner's risk.	4-1
Box and Buggage Cars, 12½c. per mile.		Children's Sleds, or Sleighs, Cabs, Wagons, knocked down and packed in cases.	1
Platform Cars, 8c. per mile.		Children's Sleds, or Sleighs, Cabs, Wagons, car loads. See foot note.	Class A
No less charge than \$8.00. Railway Cars not taken on Company's cars unless by special agreement.		Chimney Pots, earthenware, Owner's risk.	2
Car Springs, volute, boxed.	3	Chimney Pots, zinc.	D 1
Car Springs, elliptic.	3	Chinaware.	1
Car Springs, rubber, loose.	2	Chloride of Lime, in casks or barrels.	3
Car Springs, rubber, boxed.	3	Chocolate, in cases.	1
Car Springs, car loads of not less than 20,000 lbs.	4	Churns, wood and earthen.	D 1
Carts, knocked down, actual weight.	1	Cider, must be prepaid 1 Dec. to 31 March.	
Carts, knocked down, car loads. See foot note.	Class A	do in glass or stone, Owner's risk.	1
Carts, set up. See Vehicles.		do (bottled), shipped in boxes or barrels, Owner's risk.	3
Car Wheels.	3	Cider, (bottled), shipped in boxes or barrels, Owner's risk, car loads of not less than 20,000 lbs.	4
Car Wheels, car loads of not less than 20,000 lbs.	4		
Casks, empty, new, prepaid.	D 1		
Casks, empty, new, car loads, 24,000 lbs., prepaid.	L. Rates		

For 1st, 2nd, and 3rd Class goods, in car loads of 20,000 lbs., not given above, see note at head of Classification.

CLASS A.—Charge 16,000 lbs. per car, same figures in dollars as 1st class rate per 100 lbs.; excess over 16,000 lbs. to be charged in proportion.

ALPHABETICAL CLASSIFICATION OF FREIGHT.

ARTICLE.	Class.	ARTICLE.	Class.
Cider, in wood, in any quantity, <i>Owner's risk of leak-</i>	4	Copper Ore, in car loads of not less than 20,000 lbs.	4
Cider Mills	1	Copper Vessels, Pipe and Tubing	1
Cider Presses	1	Copper Vessels, in casks or boxes	2
Cigars, only taken when boxes are well strapped, or in cases	D 1	Copper, pig, plate sheet, bolt, wire, rivets and bot- toms	2
Cinnamon, in cases or bales	1	Copying Presses	1
Citron, in cases	1	Cordials, in cases	1
Claims, in shells, <i>Owner's risk, prepaid</i>	1	Cordwood, not taken unless specially authorized.	
Clams, in kegs or cans	1	Corks	1
Clapboards	3	Corkwood	1
Clapboards, car loads. See Lumber.		Corkwood, car loads. See foot note.	Class A
Clay, Fire or other	4	Corn, in sacks or barrels	3
Clay, in car loads, 24,000 lbs.	L. Rates	Corn in Bulk, car loads 24,000 lbs. Tariff Grain rates per 100 lbs.	
Claw Bars	2	Corn Cutters, Planters, Shellers	1½
Clocks, boxed, <i>Owner's risk</i>	D 1	Cornice Poles	D 1
Clocks, boxed, shipped by manufacturers	1	Corn Meal, in barrels or sacks	3
Clock Weights boxed	1	Corn Meal, in barrels or sacks, 2,000 lbs. or over	4
Clothes Lines	2	Corn Meal, in barrels or sacks, car loads of 24,000 lbs. Same as Flour.	
Clothes Pins, boxed	2	Corn, Popped, in cases	1
Clothes Pins, car loads. See foot note.	Class A	Cotton, pressed, in bales, <i>Owner's risk of fire</i>	1
Clothes Wringers	D 1	Cotton, in bales, <i>Owner's risk of fire</i> , car loads of not less than 20,000 lbs.	3
Clover Hullers	1½	Cotton Goods, in bales	1
Clover Seed, in bags or barrels	2	Cotton, Domestic, manufactured	2
Clover Seed, in bags or barrels, car loads of not less than 20,000 lbs.	4	Cotton, Domestic, car loads of not less than 20, 000 lbs.	4
Cloves, in cases	1	Cotton Waste, in bales or sacks, <i>Owner's risk of fire</i>	1
Clove Stems	1	Covers	1
Coal or Coak, in bulk, car loads of not less than 24,000 lbs.	L. Rates	Crackers, in boxes or barrels	1
Coal or Coke, in barrels	4	Crackers, in boxes or barrels, shipped by manufac- turers	2
Coal Facings	3	Cradles, Children's, <i>Owner's risk</i>	3-1
Coal Oil, refined or otherwise.		Cradles, Grain	See Grain Cradles.
Before issuing receipts for shipments of Coal Oil, refined or otherwise, Agents will mark on them the words "At <i>Owner's risk from fire in transit</i> ," and see that this remark is also on the consignment note.		Cranberries, in boxes or barrels	2
This is necessary, in order that shippers will quite understand that we cannot assume the fire risk on so dangerous an article.		Cream Tartar, in cases	1
Coal Oil must not be taken to be shipped by water unless by special authority.		Crockery	See Earthenware.
Coal Oil or Petroleum, crude or re- fined, in barrels, <i>Owner's risk of leakage</i>	1	Croquet Sets, in boxes	1
Coal Oil or Petroleum, crude or re- fined, car loads of not less than 20,000 lbs	S. R.	Crow Bars	2
Coal Tar, in barrels, <i>Owner's risk of leakage</i>	3	Crucibles	2
Cob Mills	1	Cucumbers, in baskets, <i>Owner's risk, prepaid</i>	1
Cocoa, in boxes	1	Cultivators	1½
Cocoa Nuts, in bags	1	Cultivator Teeth, in bundles	2
Cocoa Nuts, in boxes, barrels or casks	2	Currants, not dried, in baskets or pails, entirely at <i>Owner's risk, must be prepaid</i>	1
Cocoa Nut Matting	1	Currants, dried, in barrels, car loads of not less than 20,000 lbs.	3
Codfish, in barrels, bags, bales or boxes. Same as fish		Currents, carrying or sleigh, must be boxed. These articles must not be receipted for as part of any vehicles forwarded by railway	4
Coffee, in sacks	2	Cutlery, in cases	D 1
Coffee, Essence or Extract of, in cases	1½	Cutting Boxes, for hay, straw and stalk	1½
Coffee Mills	1	Dates, in mats or casks	1
Coffins, metallic	1	Deer, in carcass	D 1
Coffins, in nests	2	Deer Skins, pressed, in bales	1
Coffins, wooden	D 1	Demijohns, empty, at <i>Owner's risk, prepaid</i>	D 1
Coffins, wooden in nests	1	Ditching Machines	1½
Coffin Stuff, in rough	3	Dog Powers	D 1
Coffin Stuff, car loads. See foot note.	Class A	Domestic Cotton Goods, in bales, sheetings, shirtings, tickings and denims	2
Coke	Same as Coal.	Domestic Cottons, car loads of not less than 20,000 lbs.	4
Combs, in cases	1	Domestic Liquors, in wood	3
Confectionery, in cases	1	Domestic Liquors, in wood, car loads of not less than 20,000 lbs.	4
Confectionery, shipped by manufacturers	2	Door Frames	D 1
Confectionery, shipped by manufacturers, car loads of 20,000 lbs. or over	4	Door Frames, <i>Owner's risk</i>	1
Cooper's Flags	1	Door Frames, in car loads. Tariff Flour rates of 120 barrel per car exclusive of cartage.	
Copperas, in cases	2	Doors	1
Copper, in boxes or barrels	3	Doors, <i>Owner's risk</i>	2
Copper, old, in boxes or barrels	3	Dressed Hogs	3
Copper Ore, in cases	3		

For 1st, 2nd, and 3rd Class goods, in car loads of 20,000 lbs., not given above, see note at head of Classification.
CLASS A.—Charge 16,000 lbs. per car, same figures in dollars as 1st class rate per 100 lbs.; excess over 16,000 lbs. to be charged in proportion.

For 1st
CLASS

ALPHABETICAL CLASSIFICATION OF FREIGHT.

ARTICLE.	Class.	ARTICLE.	Class.
Dressed Hogs, in car loads of not less than 20,000 lbs.	4	Fence Posts and Rails, car loads of 24,000 lbs.	L. Rates
Dried Fruits, in barrels, not otherwise enumerated.	2	Fence Wire, barbed or other.	3
Dried Fruits, in barrels, not otherwise enumerated, car loads of not less than 20,000 lbs.	4	Fence Wire, do car loads of 20,000 lbs. and over	4
Drugs, in boxes, bales, kegs, &c., not otherwise enumerated.	1	Fenders and Fire Irons	2
Drugs, in barrels or casks.	2	Fertilizers	4
Drums, in cases.	4-1	Fertilizers, car loads of not less than 24,000 lbs.	L. Rates
Dry Goods, in boxes or bales.	1	Figs, in drums, <i>Owner's risk</i>	1
Dry Goods, in trunks, entirely at <i>Owner's risk</i>	D 1	Figs, in boxes, barrels or casks.	2
Duck, in bales.	1	Files, in boxes.	2
Dye Stuffs, not otherwise enumerated.	1	Findings, Shoe and Leather, in cases.	1
Dye Woods, in sticks or packages.	2	Fire Arms, Government property. See Special Tariff	
Dye Woods, in boxes or barrels.	3	Fire Arms, not otherwise enumerated.	D 1
Dye Woods, in boxes or barrels, car loads of not less than 20,000 lbs.	4	Fire Brick or Clay.	4
Earth-Colors, Ochre, &c., in barrels or casks.	3	Fire Brick or Clay, car loads of not less than 24,000 lbs.	L. Rates
Earth Paints, Ochre, &c., in barrels or casks, car loads of not less than 20,000 lbs.	4	Fire Engines, hand or steam, only taken by special contract.	
Earthenware, in crates or casks, <i>Owner's risk</i>	3	Fireworks	3-1
Earthenware, in crates or casks, <i>Owner's risk</i> , car loads of not less than 20,000 lbs.	4	Firkins, empty. See Empties.	
Earthenware, loose, only taken by car load, 20,000 lbs., to be loaded and unloaded by owner and entirely at <i>Owner's risk</i> .	L. S. R.	Fishing Rods, in bundles or cases.	D 1
Edgings. See Lumber.		Fish, canned. See Canned Fish	
Edge Tools.	3	Fish, fresh, entirely at <i>Owner's risk</i> , must be prepaid and released.	1
Eggs, in boxes or barrels, <i>Owner's risk</i> , released.	3	Fish, fresh, car loads, <i>Owner's risk</i> , prepaid and released. See foot note	Class A
Eggs, in boxes or barrels, <i>Owner's risk</i> , released, car loads of 20,000 lbs. and over.	4	Fish, dried, salted or smoked, in bags, boxes or bundles.	3
Egg Cases.	3-1	Fish, salted or pickled, in barrels, casks or kegs.	3
Egg Cases, car loads, 24,000 lbs.	L. Rates	Fish, salted or pickled, in barrels, casks or kegs, car loads of not less than 20,000 lbs.	4
Egg Cases, returned, prepaid. See Returned Empties.		Fish Kits, empty. See Empties.	
Elm Bark, in boxes or bales.	1	Flags, Cooper.	1
Emery, in cases.	2	Flannel, in bales.	1
Empties, of all sorts, new, prepaid or guaranteed.	D 1	Flat Irons, boxed.	2
Empties, of all sorts, new, car loads, 24,000 lbs., prepaid or guaranteed.	L. Rates	Flax, in boxes or bales, <i>Owner's risk</i> of fire.	2
Empties, of all sorts, returned, prepaid. See Returned Empties.		Flax, in boxes or bales, <i>Owner's risk</i> of fire, car loads of not less than 24,000 lbs.	4
Empties, Smalls, half rate, but not less than 35 cts. if carted.		Flax Seed, in bags or barrels.	3
Empty Oil Barrels returned must be charged an estimated weight of 65 lbs each.	1	Flax Seed, in bags or barrels, car loads of not less than 24,000 lbs. Tariff Grain rates per 100 lbs.	2
Empty Oil Barrels, car loads.	L. S. R.	Flax Seed Meal, in bags or barrels, car loads of not less than 20,000 lbs.	4
Engines, Locomotive, on their own wheels, 30c. per mile. See note Locomotive Engines.	1	Floats.	See Lumber
Engines, large, other than Locomotive, only taken by special contract. See note at head of Classification.		Flocks, in cases.	1
Engines, Portable.	1	Flour, in paper bags, entirely at <i>Owner's risk</i> .	2
Epsom Salts, in cases.	1	Flour, in sacks or bags, <i>Owner's risk</i> , wet and waste.	3
Essences, in cases.	1½	Flour, in sacks or bags, <i>Owner's risk</i> , in lots not less than 2,000 lbs.	4
Evaporators.	D 1	Flour, in bags or sacks, car loads of not less than 24,000 lbs. Tariff Grain rates per 100 lbs.	3
Excelsior, in bales. This Freight must not be taken for shipment by water.	1½	Flour, in barrels.	4
Extract of Bark, in casks or barrels, <i>Owner's risk</i> of leakage.	3	Flour, in barrels, lots of not less than 120 barrels Tariff Flour Rates.	3
Extract of Bark, in casks or barrels, car loads of not less than 20,000 lbs.	4	Flour Slate, in barrels.	L. Rates
Extracts, in cases, not otherwise enumerated.	1½	Flour Slate, car loads of not less than 24,000 lbs.	2
Fancy Goods, in cases.	1½	Forks, in bundles.	Class A
Fancy Soap, in cases.	1	Forks, in car loads. See foot note.	
Fanning Mills. See Agricultural Implements.		Fork Handles.	See Handles.
Fans, Palm Leaf, in cases.	D 1	Fowls, in coops, <i>Owner's risk</i> .	D 1
Farina, in cases.	1	Fowls, in coops, car loads of 20,000 lbs.	L. S. R.
Feathers, in boxes.	4-1	Fruits, canned. See Canned Fruits.	
Feather Beds.	D 1	Fruits, dried, not otherwise enumerated, in barrels or cases.	2
Feather Pillows and Bolsters.	D 1	Fruits, fresh, in baskets or pails, <i>Owner's risk</i> , prepaid.	1
Feloes.	3	Fullers Earth, in cases.	2
Feloes, in car loads. See foot note.	Class A	Furnaces.	1
Felt Roofing.	3	Furniture, in car loads, owners signing release and assuming all risk. See foot note.	Class A
Felt Roofing, car loads of not less than 20,000 lbs.	4	Furniture, car loads, owners signing release and assuming all risk, in large Furniture Cars, one-third above rate for ordinary Cars.	

For 1st, 2nd, and 3rd Class goods, in car loads of 20,000 lbs., not given above, see note at head of Classification.

CLASS A.—Charge 16,000 lbs. per car, same figures in dollars as 1st class rate per 100 lbs.; excess over 10,000 lbs. to be charged in proportion.

ALPHABETICAL CLASSIFICATION OF FREIGHT.

ARTICLE.	Class.	ARTICLE.	Class.
Furniture , Less than car loads as follows:		Grass Seed Same as Clover Seed.	
Knocked down and closely boxed.....	1	Grates , <i>Owner's risk</i>	1
Set up and closely boxed.....	D 1	Gravel , only by car loads of not less than 24,000 lbs.	L. Rates
Set up, not boxed, consigned at <i>Owner's risk</i>	D 1	Grave Stones must not be accepted for carriage unless consigned at <i>Owner's risk</i> , and must be prepaid.	
Set up, not boxed. <i>Company's risk</i>	4-1	Grave Stones , lettered, <i>Owner's risk</i> from all causes, prepaid.....	1
Furniture , Shipped by manufacturers at <i>Owner's risk</i> of chafing and breakage:		Grave Stones , unlettered, <i>Owner's risk</i> from all causes, prepaid.....	2
Set up, not boxed or matted.....	D 1	Grease , in barrels or boxes.....	3
Boxed, matted or padded.....	1	Grindstones , <i>Owner's risk</i> of breakage.....	3
Knocked down and boxed.....	1	Grindstones , <i>Owner's risk</i> of breakage, car loads of not less than 20,000 lbs.....	4
Unfinished, rough set up.....	3	Groceries , not otherwise enumerated.....	2
"Knocked down and boxed.....	3	Guano , in boxes or barrels.....	3
Furniture stock or stuff , knocked down.	3	Guano , car loads of not less than 24,000 lbs.....	L. Rates
Car Loads See above.		Gum Camphor , in cases.....	1½
Furs , in bales, not otherwise enumerated.....	D 1	Gum , Chewing, in cases.....	1
Fuse , Safety and other.....	1	Gum , not otherwise specified, in cases.....	1
Galvanized Iron	3	Gun Barrels	1
Gambia	1	Gun Carriages	1
Gamboge , in cases.....	1½	Gun Caissons	1
Game , in boxes or barrels, <i>Owner's risk</i> , prepaid.....	1	Gunny	2
Garden Seats	1	Gunny Bags , in bales.....	2
Garden Roots , in cases.....	1	Guns , Government property..... See Special Tariff.	
Garden Seeds , in cases.....	1	Guns , not Government property.....	1
Gas Fixtures , in boxes, barrels or casks.....	1	Gunpowder , taken only by special contract and under special regulations.....	
Gas Pipe	3	Particular attention is directed to the Instructions as to Gunpowder.	
Gas Pipe , car loads of not less than 20,000 lbs.....	4	The law requires kegs of Gunpowder to be packed in strong boxes or casks, which must be well secured, and on each cask or box on both ends or on both sides, must be marked the word "Powder" in large letters; and no combustible materials must be used in the packing of the said boxes or casks. The law also requires that no person whatever, handling Gunpowder, shall have on his person or clothes any lucifer matches or other substance of a dangerous or inflammable nature.	
Gas Retorts , <i>Owner's risk</i>	2	The law also requires that no packages of Gunpowder shall be broken or opened nor powder removed therefrom whilst in transit; and the packages must not be rolled or dragged along the earth or floor; they must be very carefully handled.	
Gas Retorts , car loads of not less than 20,000 lbs.....	4	The law empowers any Revenue officer or any deputy or deputies appointed under Section 138 of the Act, to enter at any reasonable hour any building or premises, where Gunpowder is stored or kept, or where he believes it to be, and to report to the Treasury Department any infraction of the law or of these regulations.	
Gelatine , in boxes.....	1	The law declares that any person offending against any one of these regulations is liable to a fine not exceeding two hundred dollars for each offence, consequently agents will refuse to receive or permit to be brought on the Company's premises any packages of Gunpowder otherwise than in accordance with the law.	
Ginger , in cases.....	1	Common Black Gunpowder, when authorized to be carried, and accompanied by a certificate that it will not explode by concussion, will be classified and charged as follows:—	
Ginger Ale See Ale.		In kegs, boxed, and in magazines, Double First Class book Tariff rate.	
Ginseng	1	Subject to minimums, as under:	
Glass , common window, <i>Owner's risk</i>	2	Under 25 miles..... \$2.00	
Glass , broken or in scraps, in boxes or in barrels.....	3	Over 25 and not exceeding 50 miles... 2.50	
Glass Plate , well boxed, <i>Owner's risk</i>	D 1	Over 50 and not exceeding 75 miles... 3.50	
Glass Plate , agents must not receive large Cases of Plate Glass, or other packages which are too bulky to be got into Box Cars, without previously contracting with the shippers thereof the exact rate which the Company will charge and the conditions upon which they are to be carried, (viz. rate, <i>owner's risk</i> , &c.) and these conditions must be agreed to by the shippers themselves writing upon the consignment note and receipt note the said terms, before our Agents receive such freight for transportation. As a guide to Agents for arriving at a proper rate, remember, the Company should not get LESS than "LUMBER RATE" where a Car has to be exclusively used for conveying a very bulky package or packages, such as above referred to.		Over 75 and not exceeding 100 miles... 4.25	
Glassware , in casks or crates, <i>Owner's risk</i>	1	Over 100 and not exceeding 150 miles... 5.00	
Glassware , when shipped by or to wholesale firms, <i>Owner's risk</i>	2	And 50 cents extra for each additional 50 miles or part thereof.	
Glassware , in casks or crates, <i>Owner's risk</i> , car loads of not less than 20,000 lbs.....	3	The minimum charge may be made up of two or more consignments, when loaded in the same car for the same station.	
Glauber Salts , in cases.....	1	In kegs, boxed, lot of 10,000 pounds or over, First Class Book Tariff rates.	
Gloves , in cases.....	D 1	Gun Stocks , finished, in bundles.....	1
Gloves , leather, in cases.....	1½	Gun Stocks , rough.....	3
Glue , in cases.....	2		
Government Ammunition Stores , &c. See Special Tariff.			
Grain , in bags or barrels.....	3		
Grain , do do lots of 2,000 lbs. or over.....	4		
Grain in Bulk , not less than car loads of 400 bushels of 60 lbs. each, to be loaded and unloaded by and at risk of owner as to quantity. Grain rates as per Tariff.			
Grain Cradles , 100 miles or less, 10 cents each.			
Grain Cradles , over 100 miles, 20 cents each.			
Grain Cradles , over 200 miles, 35 cents each.			
Grain Cradles , over 300 miles, 50 cents each.			
No less charge than 35 cents.			
Grain Cleaners See Agricultural Implements.			
Grain Drills See Agricultural Implements.			
Grain Mills	1		
Granite See Marble.			
Grapes , in boxes or barrels, <i>Owner's risk</i> , prepaid.....	1		

For 1st, 2nd, and 3rd Class goods, in car loads of 20,000 lbs., not given above, see note at head of Classification.

CLASS A.—Charge 16,000 lbs. per car, same figures in dollars as 1st class rate per 100 lbs.; excess over 16,000 lbs. to be charged in proportion.

ALPHABETICAL CLASSIFICATION OF FREIGHT.

ARTICLE.	Class.	ARTICLE.	Class.
Gun Stocks, rough, car loads, see foot note.	Class A	Horse Shoes, in kegs or boxes.	3
Gutta Percha Goods.	1	Horse Shoes, car loads of not less than 20,000 lbs.	4
Gypsum. See Plaster.		Hose, Leather, Rubber, or other.	1
Hair, pressed, in bales.	2	Hose Cart or Reel, rated at 1,000 lbs. each.	1
Hair, pressed, in bales, car loads.	3	Household Goods, by car loads, owners signing release, prepaid. See foot note.	Class A
Hair, in barrels or sacks.	1	Household Goods, less than car loads, owners signing release, and prepaid.	1
Hames, in casks.	2	Household Goods, loose furniture prepaid.	D 1
Hames, loose.	1	Household Goods, boxed furniture prepaid.	1
Hams, loose or in bags, <i>Owner's risk</i> .	1	Household Goods, boxes and chests, prepaid.	1
Hams, loose, car loads of not less than 20,000 lbs., <i>Owner's risk</i> as to quantity and weight.	3	Household Goods, and Emigrants' Movable Effects, including Live Stock <i>Owner's risk</i> . See foot note.	Class A
Hams, in boxes, barrels or casks.	3	Agents must in all cases obtain a release from owner before receipting for household goods, and also a deposit of cash sufficient to cover freight charges through to destination.	
Hams, in boxes, barrels or casks, car loads of not less than 20,000 lbs.	4	Hub Blocks. See Lumber.	
Handles, in bundles.	3	Hubs, Spokes, Fellows, Wagon Bows, in car loads. See foot note.	Class A
Handles, in car loads. See foot note.	Class A	Hubs, turned, unfinished.	3
Hardware, in casks, not otherwise enumerated.	2	Hungarian Grass Seed. See Clover Seed.	
Hardware, heavy.	3	Ice, must be prepaid, and owner signing release.	1
Harness, new, boxed.	1	Ice, must be prepaid, car loads of not less than 24,000 lbs., owners signing release.	L. Rates
do new, loose.	D 1	Ice Boxes.	1
do old.	1	India Rubber, crude.	3
Harrows.	1½	India Rubber Goods, not otherwise enumerated.	1
Harvesters.	1½	India Rubber Car Springs. See Car Springs.	
Hats and Caps, in boxes.	D 1	India Rubber Belting, Hose and Packing	1
Hats and Caps, shipped by manufacturers.	1	Indigo, in cases.	1
Hay, in bales, only taken in car loads.	L. S. R.	Ink, Printers', in casks or barrels.	2
<i>Owner's risk</i> of fire and water. This freight must not be taken to be shipped by water.		Ink, Printers', in casks or barrels, car loads of not less than 20,000 lbs.	4
Hay Cutters. See Agricultural Implements.		Ink, Writing, in barrels or casks.	2
Hay Knives.	1	Insulators.	1
Hay Presses, 2,000 lbs each.	1	Iron, bar, bloom, boiler, band, bolts, chairs, fish-plates, galvanized, hoop, nuts, ore, pipes, rails, rivets, roofing, sheet, washers, wire.	3
Headings. See Lumber.		Iron, bar, bloom, boiler, band, bolts, chairs, fish-plates, galvanized, hoop, nuts, ore, pipes, rails, rivets, roofing, sheet, washers, wire, car loads of not less than 20,000 lbs.	4
Hemp, in bales, <i>Owner's risk</i> of fire and water.	2	Iron, bolster plates, doors, facings, fencing, railing, shutters, sash, safes, screws.	2
Hemp Seed, in barrels.	2	Iron, bolster plates, doors, facings, fencing, railing, shutters, sash, safes, screws, car loads of not less than 20,000 lbs.	4
Herrings. See Fish.		Iron Ore.	S. R.
Hide Cuttings, in packages.	3	Iron, pig and scrap.	3
Hides, dry, loose.	1	Iron, pig and scrap, car loads of not less than 24,000 lbs. <i>Owner's risk</i> as to quantity.	L. Rates
Hides, dry, in bales.	2	Iron Castings. See Castings.	
Hides, car loads of not less than 20,000 lbs.	4	Isinglass, in cases.	1
Hides, green, loose.	2	Ivory.	D 1
Hides, green, booked or in bundles.	3	Ivory Black.	1
Hides, green, in car loads of not less than 20,000 lbs.	4	Jack Screws.	3
Highwines, in wood, <i>Owner's risk</i> of leakage.	3	Japanned Ware.	1
Do., in wood, car loads of not less than 20,000 lbs.	4	Joiners' Work, not otherwise enumerated.	1
Hinges, in boxes.	3	Joiners' Work, car loads. Tariff Flour Rate per car of 120 bbls, exclusive of cartage.	
Hearses, Special contract.		Junk.	2
Hobby Horses.	4-1	Jute.	2
Hoes, in bundles.	1	Kettles, Ash, large and heavy, <i>Owner's risk</i> .	2
Hoes, in car loads. See foot note.	Class A	Kettles, Cauldron, <i>Owner's risk</i> .	1
Hogs, live. See Live Stock.		Kegs, empty. See empties.	
do dressed. See Dressed Hogs.		Kerosene. See Coal Oil.	
Hollow Ware, at <i>Owner's risk</i> .	1	Knees, Ship, excepting Tamarac. See Lumber.	
Hollow Ware, car loads. See foot note.	Class A	Knees, Tamarac.	3
Hominy.	2	Knees, Tamarac, car loads of not less than 24,000 lbs.	L. Rates
Honey, in boxes or kegs.	1	Knitting Machines.	D 1
do in barrels or casks.	2	Lacrosses.	1½
Hooft and Horns, in crates or bags.	2	Ladders.	D 1
Hooft and Horns, in car loads of not less than 24,000 lbs.	L. Rates	Lambs. See Live Stock.	
Hooks, in boxes.	2	Lamps, well packed, <i>Owner's risk</i> .	1½
Hoops, truss.	1		
Hoops, Hoop Poles, Hop Poles, car loads. See Lumber.			
Hoops, Hoop Poles, Hop Poles, less than car loads.	3		
Hops, in bales or boxes.	1		
do car loads, 20,000 lbs. or over.	3		
Horses. See Live Stock.			
Horse Collars.	1		
Horse Nails. See Nails.			
Horse Hoes. See Agricultural Implements.			
Horse Power. do. do.			
Horse Rakes. do. do.			

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CLASS A.—Charge 16,000 lbs. per car, same figures in dollars as 1st class rate per 100 lbs.; excess over 16,000 lbs. to be charged in proportion.

ALPHABETICAL CLASSIFICATION OF FREIGHT.

ARTICLE.	Class.	ARTICLE.	Class.
Lampblack, in cases	1	der the management of the Dominion Turf Association, may be way-billed at the Tariff Rate for ordinary Horses, provided the owners sign a written agreement as follows:	
Land Plaster	See Plaster	"At owner's risk of damage or loss arising from any cause whatever."	
Lanterns	D 1	This must be written on the face of the consignment note and the receipt.	
Lard, in bladders	1	No less charge in any case than 50 cents, and the charge for a part of Live Stock in no case to exceed Tariff Live Stock rates.	
Lard, in pails	2	When double deck cars are furnished one and a half Live Stock rates to be charged; but the Company do not undertake to provide double deck cars. When shippers are allowed to double deck cars at their own risk and expense, 85.00 per car less than one and a half Live Stock rates to be charged.	
Lard, in pails, car loads of 20,000 lbs and over	4	The Company will not be responsible for loss or injury happening or occasioned by unruly or vicious horses, cattle, swine or sheep, nor for accidents to the same in loading, carrying or unloading; nor for any damages however caused to Live Stock or Animals transported or carried on their railway or in their cars.	
Lard, in barrels or tierces	3	Blood Animals, or Animals deemed specially valuable will be carried only by special contract.	
Lard, in barrels or tierces, car loads of not less than 20,000 lbs	4	When Live Stock is delivered to owners, the Company's receipt for same must always be collected from owners or drivers.	
Lasts, loose	1½	Live Stock , when shipped in less than car load quantities must be prepaid or charges guaranteed.	
Lasts, in sacks	1	Lobsters, fresh, in casks	1
Lasts, in boxes	2	Lobsters, in tins	See Canned Goods
Lasts, in boxes, car loads of not less than 20,000 lbs	4	Locomotive Axles	See Axles
Laths, in car loads	See Lumber	Locomotive Engines	See Engines
Laths, in bundles, less than car loads	3	Locomotive Engines, whether Midland Railway Company's property or the property of other owners, cannot be hauled over the Midland Railway "dead," unless accompanied by a person fully competent to take charge of them.	
Lath Yarn, corlage	2	Should an Engine, not the property of the Midland Railway Company, be tendered for transit over the M. R., without such a person in charge, our agent will apply to the Locomotive Department of his district, which department will supply a properly qualified man, and will instruct what charge is to be made for his services; this charge will be entered on the way-bill as "paid on" and charged in addition to our Freight charges on the Engine; and the amount taken specially to debit in your Freight Balance Sheet as "Locomotive Department."	
Lead, bar, pig, sheet, pipe	3	When Owners of Locomotives send a person with the property, authority for such person to travel in charge as far as it may go on the line of this Company, may be written across the face of the receipt, as in the case of men travelling in charge of Stock.	
Lead, bar, pig, sheet, pipe, car loads of not less than 20,000 lbs	4	The locomotive head-quarters on the different districts are as follows:—Petrborough, Port Hope, Toronto, Belleville, Whitby, Lindsay, Uxbridge, and Midland.	3
Lead, black, in boxes	2	Locomotive Tires, Wheels	
Lead, Red and White, in tins, packed in barrels or hogheads	3	Locomotive Tenders, by special agreement	1
Leather, loose	1	Logwood Extract	1
Leather, in bundles, rolls, boxes and bales	2	Logwood, in packages	2
Leather, in bundles, rolls boxes and bales, car loads of not less than 20,000 lbs	4	Logwood, in stick	D 1
Leather Belting or Hose	1	Looking Glasses, well boxed, Owner's risk	
Leather Scraps, in packages	3	Lumber will only be carried by the Company at their convenience and at the risk of the owner, shippers furnishing their own stakes, and the following articles must not be accepted for carriage unless when specially authorized, viz.: Ties of all descriptions, and Cord Wood. The term Lumber to include Staves, Laths, Shingles, Clapboards, Bolts, Edgings, Slabs, Shooks, Heads, Hoops, Hoop and Hop Poles, Bark, Rafting Material, viz., Floats, Oars, Traverses, Toggles, Withes, Rates quoted in Tariff Book are for car loads of 24,000 lbs. minimum. When more is loaded, the excess up to 26,000 lbs. or 30,000 lbs. according to the description of the car used, must be charged for at a proportionate rate to that given in Tariff Book for 24,000 lbs. Owners in all cases to load and unload cars, the Company reserving the right to unload	
Lemons, sacked or in boxes	1½		
Letter Presses	1		
Lightning Rods	1		
Lime or Lime Water, in barrels	3		
Lime, car loads of not less than 24,000 lbs	L. Rates		
Lime Water, in barrels, car loads of not less than 24,000 lbs	L. Rates		
Linseed and Linseed Meal. Same as Flax Seed.			
Liquorice, in boxes	1		
Liquorice Paste, in boxes	3		
Liquorice Paste, in boxes, car loads of not less than 20,000 lbs	4		
Liquorice Root	1		
Liquors, Domestic, in kegs, barrels or casks, Owner's risk of leakage	3		
Liquors, Domestic, in kegs, barrels or casks, Owner's risk of leakage, car loads of not less than 20,000 lbs	4		
Liquors, or Liquids, in bottles, well packed and boxed, Owner's risk	1		
Liquors or Liquids, in demijohns, entirely at Owner's risk	D 1		
Liquors or Liquids, in tins, only taken when securely boxed	1		
Liquids, not otherwise enumerated, in barrels or casks	2		
Litharge	3		
Litharge, in car loads of not less than 20,000 lbs	4		
Lithographic Stones, Owner's risk	1		
Live Stock will only be carried at Owner's risk, to be loaded, unloaded and fed by owner at his expense, as follows:	L. S. R.		
In car loads			
The owners or drivers will be taken free on the same train with their Live Stock, under the following regulations:			
One, two, or three cars, one person.			
Four, five, or six cars, two persons.			
Seven, eight, nine, or ten cars, three persons.			
Over ten cars in one lot, four persons.			
Return passes will not be given.			
In less than car loads, as follows:			
One Horse, Mule, or Horned Animal, 2,000 lbs.			
Each additional Animal in same car, 1,500 lbs.			
Hogs, Calves, Sheep, Lambs, actual weight, but not less than 200 lbs each.			
Bull-Calves, under one year old, 1,000 lbs.			
Stallions, Bulls, each 4,000 lbs.			
Race Horses, each 4,000 lbs.			
Race Horses, going to and from Races held un-			

For 1st, 2nd, and 3rd Class goods, in car loads of 20,000 lbs., not given above, see note at head of Classification.

CLASS A.—Charge 16,000 lbs. per car, same figures in dollars as 1st class rate per 100 lbs.; excess over 16,000 lbs. to be charged in proportion.

ALPHABETICAL CLASSIFICATION OF FREIGHT.

ARTICLE.	Class.	ARTICLE.	Class.
all cars and charge Consignees with the expense. When the freight cannot be conveniently weighed, the quantities shown at the end of classification, will be considered a car load of 24,000 lbs. Shippers are required to furnish a certificate of the number of feet, describing the kind and general dimensions loaded on each car. If Lumber is shipped in the log, and the dimensions are given in Board Measure for the actual number of feet that can be cut from the logs, Agents must not allow more than 3,000 feet for a car load. If cars are overloaded the extra weight will be charged Third Class rates, and delivery will only be made of the quantity specified on the Consignment Note, the excess quantity loaded on the cars being retained until the Company's charges for freight and damage are settled. The measurement of the Company's Surveyor in all cases to be final.			
Lumber, in lots of 5,000 lbs. and over.....	4	Milk, in cans entirely at Owner's risk, prepaid, by special agreement only.....	
Macaroni, in boxes.....	1	Milk, condensed, in cans.....	3
Machine or Cattle Cards.....	1½	Mill Boards..... See Binders' Boards.	
Machinery, boxed at Owner's risk.....	1	Millet..... Same as Clover Seed.	
Machinery, in frame, light and bulky, Owner's risk.....	1½	Mill Dogs.....	1
Machinery, heavy.....	2	Mill Feed..... See Bran.	
Machinery, car loads. See foot note.....	Class A	Millinery, in cases.....	D 1
Madder, in cases.....	2	Mill Stones, finished.....	2
Madder, in casks.....	3	Mill Stones, rough.....	3
Magazines, empty, used in transporting Gunpowder, returned.....	4	Mills, bark.....	1
Mahogany Boards, plank or veneering.....	2	Mills, cob.....	1
Mahogany Logs.....	3	Mills, iron, grain.....	1
Malt, in bags.....	3	Mills, portable, burr stone.....	1
Malt, in bags, 2,000 lbs. and over.....	4	Mineral Water..... See Aerated Waters.	
Malt, car loads of 24,000 lbs. Tariff Grain Rates.....	4	Models, for Statuary, Stucco work, &c.....	D 1
Manilla Hemp and Rope.....	2	Molasses, in barrels or hhds., Owner's risk of leakage.....	3
Manilla Hemp and Rope, car loads. See foot note.....	Class A	Molasses, in barrels or hhds., Owner's risk, car loads of not less than 20,000 lbs.....	4
Manure..... See Guano.		Mop Sticks.....	1
Maple Sugar, in boxes, Owner's risk.....	1	Mop Handles..... See Handles.	
Maple Sugar, in boxes, car loads of not less than 20,000 lbs.....	4	Moss, pressed, in bales or boxes.....	1
Marble, Lettered, Owner's risk, prepaid.....	1	Moss, in sacks.....	1½
Marble, wrought or finished, Owner's risk.....	1	Mouldings.....	D 1
Marble Slabs or Blocks, unwrought.....	2	Mouldings, Owner's risk.....	1
Marble Slabs or Blocks, unwrought, and shipped by dealers in small lots.....	3	Mouldings, boxed, Owner's risk.....	2
Marble Slabs or Blocks, car loads of not less than 20,000 lbs.....	4	Moulds.....	1½
Marble Dust, in boxes or barrels.....	3	Mowing Machines. See Agricultural Implements	
Masts, ship, not taken unless specially authorized.		Mules..... See Live Stock.	
Matches, Friction, only taken at the option and convenience of the Company.....	D 1	Musical Instruments, boxed, Owner's risk.....	1
Matches, Friction, 20 boxes or over, actual weight.	1	Musical Instruments, boxed, Owner's risk, car loads 16,000 lbs.....	3
Matches, shipped by Manufacturers or Wholesale Grocers.....	1	Muskets, Government property. See Special Tariff.	
Matches, Friction, when shipped in car loads. See foot note.....	Class A	Muskets, not Government property.....	1
Match Splints.....	2	Mustard, in boxes.....	2
Match Splints, car loads. See foot note.....	Class A	Mustard Seed, in boxes.....	1
Mats.....	1	7 ut+ 1. See Meats.....	
Matting.....	1	Nails, in bags.....	2
Mattresses.....	D 1	Nails, in boxes or kegs.....	3
Meal, Oat, or Corn, in bags or barrels. Same as Flour.		Nails, in boxes or kegs, car loads of not less than 20,000 lbs.....	4
Measures.....	1½	Nail Rods.....	3
Meats, fresh, Owner's risk, prepaid.....	1	Naphtha. See Benzine.....	
Meats, salted or dried, loose or in bags.....	1	Neck Yokes.....	2
Meats, salted or dried, loose or in bags, car loads of not less than 20,000 lbs.....	3	Nitrate of Soda, in boxes.....	2
Meats, salted or dried, in boxes, barrels or casks.....	3	Nitro-Glycerine will not be received for transport under any circumstances whatever.	
Meats, salted or dried, in boxes, barrels or casks, car loads of not less than 20,000 lbs.....	4	Nutmegs, in boxes or barrels.....	1
Mechanics' Tools, in boxes.....	1	Nuts, edible, in bags.....	1
Medicines, in boxes, Owner's risk.....	1	Nuts, edible, in boxes, barrels or casks.....	2
Melons, Owner's risk, prepaid.....	1	Nuts, iron.....	3
Merchandise, packed in trunks, consigned at Owner's risk.....	1	Oakum.....	2
Merchandise, packed in trunks.....	D 1	Oars.....	1
		Oars, in car loads, see foot note.....	Class A
		Oatmeal. Same as Flour.....	
		Oats. See Grain.....	
		Ochre, in cases.....	2
		Oil, in glass or stone, well packed, at Owner's risk.....	1
		Oil, in kegs or cans, not taken unless securely boxed, Owner's risk of leakage.....	2
		Oils, (except Coal or Mineral Oils) in wood.....	3
		Oils, in wood, car loads of not less than 20,000 lbs.....	4
		Oil Cake or Meal, in barrels or bags.....	3
		Oil Cake or Meal, in car loads of not less than 20,000 lbs.....	4
		Oil Cloth, in rolls or bales.....	2
		Oil Cloth, too long to get into Box Cars, can only be taken by special agreement.	
		Oil Soap, in boxes.....	3
		Old Brass. See Brass.....	
		Old Canvas or Rope, for paper stock.....	3
		Old Copper. See Copper.....	
		Old Iron. See Iron.....	

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CLASS A.—Charge 16,000 lbs. per car, same figures in dollars as 1st class rate per 100 lbs.; excess over 16,000 lbs. to be charged in proportion.

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ALPHABETICAL CLASSIFICATION OF FREIGHT.

ARTICLE.	Class.	ARTICLE.	Class.
Omnibuses. See Vehicles.		Pillows, Feather, Hair, &c.	D 1
Onions, ... See Vegetables.		Pimento, in boxes or barrels.	1
Oranges, in sacks or boxes, <i>Owner's risk</i> .	1	Pine Apples, <i>Owner's risk</i> , prepaid.	1
Oranges, car loads. See foot note.	Class A	Pins, toilet.	1
Organs. See Musical Instruments.		Pipe Clay.	3
Ornaments, Plaster of Paris, <i>Owner's risk</i> of breakage.	3-1	Pipes, iron. See Iron.	
Ox Yokes and Bows.	2	do Drain, (earth).	3
Ovens.	1	do Drain, car loads of 24,000 lbs.	L. Rates
Oysters, in shell, <i>Owner's risk</i> , prepaid.	1	do wooden.	1
Oysters, in kegs or cans. See Canned Fish.		do smoking, in cases.	1
Oziers, in boxes, bales or bundles.	1	Pitch, in barrels, <i>Owner's risk</i> of leakage.	3
Pails, in nests.	1	Planing Machines.	1
Pails, car loads. See foot note.	Class A	Plaster of Paris, in barrels.	2
Paintings, <i>Owner's risk</i> .	3-1	Plaster of Paris, car loads of not less than 20,000 lbs.	4
Paints, Earth, in boxes, &c.	2	Plaster of Paris, casts, models, ornaments, <i>Owner's risk</i> , prepaid.	D 1
Paints, Earth, in boxes, &c., car loads of not less than 20,000 lbs.	4	Plaster, calcined, crude, or ground, in barrels.	4
Paints, dry or in oil.	2	Plaster, calcined, crude, or ground, in barrels, car loads of not less than 24,000 lbs.	L. Rates
Palm Leaf.	1	Plated Goods or Ware.	1½
Pamphlets. See Books.		Plate Glass. See Glass.	
Panoramas and Theatrical Scenery.	D 1	Ploughs. See Agricultural Implements.	
do boxed.	2	Plough Castings.	2
do not boxed.	1	do Handles. See Handles.	
do Goods, such as Collars, &c., in boxes.	1	do Beams, rough.	3
Paper Hanging, in bundles.	1	do Beams, car loads of not less than 24,000 lbs.	L. Rates
Paper Hanging, in boxes.	2	Plums, fresh, <i>Owner's risk</i> , prepaid.	1
Paper, Printing.	2	Plums, dried, in boxes or barrels.	2
do Printing, <i>Owner's risk</i> of chafing, shipped by manufacturers.	3	Pop Corn.	1
Paper, Wrapping and roofing.	3	Porcelain, <i>Owner's risk</i> .	1½
Paper Scraps or Shaving, in sacks or bales.	2	Pork. See Meats.	
Paper Scraps or Shaving, car loads. See foot notes.	Class A	Portable Mills, burr stones.	1
Paper, car loads of not less than 20,000 lbs.	4	Portable Engines.	1
Papier Mache Goods.	D 1	Porter. See Ale.	
Parsnips. See Vegetables.		Potash. See Ashes.	
Pasteboard.	1	Potatoes, sweet, in bags or boxes.	1
Pasteboard, car loads. See foot note.	Class A	Potatoes. See Vegetables.	
Patterns.	1½	Potato Hooks and Diggers.	1
Peaches, dried, in boxes or barrels.	2	Poudrette, in bags.	3
Peaches, fresh, <i>Owner's risk</i> , prepaid.	1	Poultry, dressed, in boxes or barrels, <i>Owner's risk</i> , prepaid.	1
Pearl Ash. See Ashes.		Poultry, live, in coops or boxes, <i>Owner's risk</i> , prepaid.	D-1,
Pearl Barley. See Barley.		Poultry, in coops, car loads.	L. S. R.
Pears, fresh, <i>Owner's risk</i> , prepaid.	1	Powder. See Gunpowder.	
Pears, green, prepaid.	1	Preserves, in glass or stone, well packed, <i>Owner's risk</i> .	1
Peas, dried or split, in barrels or boxes.	3	Preserves, in cans. See Canned Fruit.	
Peas, dried or split, in lots of 2,000 lbs. or over.	4	Presses, Copying, Cheese, Cider, Printing.	1
Peas, dried or split, car loads of 24,000 lbs. Tariff Grain rates.		Printing Paper, <i>Owner's risk</i> of chafing, shipped by manufacturers.	3
Peat, only in full car loads of not less than 24,000 lbs.	L. Rates	Provisions. See Meats.	
Peltries, furs.	D 1	Prunes, in bottles or jars, <i>Owner's risk</i> , well packed.	1
Pelts, sheep, loose.	1	do in barrels or casks.	2
Pelts, sheep, in bales.	2	do in barrels or casks, car loads of not less than 20,000 lbs.	4
Pelts, sheep, car loads of not less than 20,000 lbs.	4	Pumice Stone.	1
Pencils, Lead, in boxes.	1	Pumps, at <i>Owner's risk</i> .	1
Pencils, Slate, in boxes.	2	Putty, in barrels or boxes.	3
Pepper, in boxes and bags.	2	Quicksilver, in iron flasks.	1
Pepper Sauce, in cases.	1½	Quills, in boxes.	D 1
Percussion Caps, Government property. See Special Tariff.		Quinces, in boxes, <i>Owner's risk</i> , prepaid.	1
Percussion Caps, not Government property.	1	Rags, in sacks or crates, <i>Owner's risk</i> from all causes.	2
Perfumery, in cases.	1½	Rags, pressed in bales, <i>Owner's risk</i> of fire.	3
Perry. See Cider.		Rags, pressed in bales, <i>Owner's risk</i> of fire, car loads of not less than 20,000 lbs.	4
Pianofortes. See Musical Instruments.		Rag Sacks, empty.	2
Pickles, in glass or stone, well packed, <i>Owner's risk</i> .	1	Railroad Chairs, Pins, Axles, or Spikes.	3
Pickles, in kegs, barrels or casks.	2	Railroad Chairs, Pins, Axles, or Spikes, car loads of not less than 20,000 lbs.	4
Pictures, <i>Owner's risk</i> .	D 1	Railroad Ties, not taken unless specially authorized.	
Picture Frames, <i>Owner's risk</i> .	D 1	Raisins, in boxes, not strapped.	1
Pigs, boxed, actual weight, but not less than 50 cents each.	1	Raisins, in boxes, strapped.	2
Pigs Feet, in barrels or casks.	3		
Piles. See Lumber.			

For 1st, 2nd, and 3rd Class goods, in car loads of 20,000 lbs., not given above, see note at head of Classification.

CLASS A.—Charge 16,000 lbs. per car, same figures in dollars as 1st class rate per 100 lbs.; excess over 16,000 lbs. to be charged in proportion.

ALPHABETICAL CLASSIFICATION OF FREIGHT.

Class.	ARTICLE.	Class.	ARTICLE.	Class.
D 1	Rakes, Hand.....	1	Sand Screens.....	D 1
1	Rakes, Horse. See Agricultural Implements.....		Sardines. See Canned Fish.....	
1	Rake Teeth, Iron or Steel, in bundles.....	2	Sashes, glazed, <i>Owner's risk</i>	D 1
1	Rape Seed..... See Seeds.....		do not glazed, <i>Owner's risk</i>	1
3	Rattan.....	1	Sawdust, only in car loads of not less than 24,000 lbs.....	L. Rates
3	Reapers..... See Agricultural Implements.....	3	Saws.....	1
Rates	Reaper and Mower Knives.....	2	Sawing Machines, <i>Owner's risk</i> , car loads. See foot note.....	Class A
1	Red Lead, in boxes or kegs.....	1	In less quantities with power combined, 2,000 lbs. Without do., 1,000 lbs.....	1
1	Reeds.....	3	Scale and Scale Beams, not boxed.....	D 1
3	Refrigerators.....	2	Scale and Scale Beams, boxed.....	1
1	Resin or Rosin, in boxes or barrels.....	4	Scale Boards.....	2
3	Retorts, Gas or Iron.....	3	School Slates, boxed.....	2
1	Retorts, car loads of not less than 20,000 lbs.....	Class A	School Slates, boxed, car loads of not less than 20,000 lbs.....	4
2	Retorts, Earthen.....	1	School Furniture, shipped by manufacturers at <i>Owner's risk</i> of chipping and breakage: Knocked down and packed.....	3
4	Retorts, Earthen, car loads.....	D 1	Set up, all wood.....	D 1
D 1	Retorts, Glass, <i>Owner's risk</i>	3	Set up, iron frames.....	1
4	Returned Empties, in any quantity, other than bags, to be charged actual weight, same rate as when full, but not less than Fourth Class.....	4	Car loads, see foot note.....	Class A
L. Rates	Ribbons, in boxes.....	D 1	Scoops.....	2
1½	Rice, in sacks or barrels.....	3	Scrapers, Horse, Road or Dust, actual weight.....	1
2	Rice, in sacks or barrels, car loads of not less than 20,000 lbs.....	D 1	do Hand.....	2
3	Riddles.....	1	do wooden.....	1
L. Rates	Rifles, Government property..... See Special Tariff.....	2	Sculpture, <i>Owner's risk</i> , released and prepaid.....	D 1
1	Rifles, not Government property.....	4	Scythes, in bundles.....	1
2	Rigging.....	1	Scythe Snaths.....	1
1	Rivets, brass..... See Brass.....	2	Scythe Sharpeners or Stones.....	2
2	Rivets, copper..... See Copper.....	1	Sea Grass, in packages.....	1½
1	Rivets, iron..... See Iron.....	3	Seed Drills or Planters.....	1
1½	Road Scrapers..... See Scrapers.....	4	Seeds, Garden, in boxes.....	2
1	Rolling Pins, wooden ware.....	1	do Grass or Field, in barrels.....	4
1	Roofing Composition, in barrels or casks.....	1	do Grass or Field, in barrels, car loads 24,000 lbs.....	
1	Roofing, Felt or Paper.....	4	Separators. See Agricultural Implements.....	
1	Roofing, Felt or Paper, car loads of not less than 20,000 lbs.....	1	Sewing Machines, not boxed, or only partially boxed, or crated, <i>Owner's risk</i>	1
3	Root Cutters and Slicers.....	2	do entirely boxed.....	1
1	Roots, Garden..... See Garden Roots.....	4	do car loads, see foot note.....	Class A
3	Roots, other than esculent, not otherwise enumerated, well packed, prepaid.....	1	Sheep. See Live Stock.....	
1	Rope.....	2	Sheep Pelts, loose.....	1
D-1.	Rope, car loads of not less than 20,000 lbs.....	3	do in bales.....	2
L. S. R.	Rosewood.....	1	do car loads of not less than 20,000 lbs.....	4
1	Rubber, crude.....	1	Shellac, in boxes.....	1
1	Rubber Goods..... See Car Springs.....	1	Shells, skeins.....	2
1	Rubber Car Springs..... See Car Springs.....	1	Shingle Machines or Mills.....	1
1	Rubber Belting, Hose and Packing.....	3	Shingles, in bundles.....	3
1	Rugs, in bales.....	4	do car loads. See Lumber.....	
1	Rum, in glass or stone, packed, <i>Owner's risk</i>	1	Ship Masts, not to be taken unless specially authorized.....	
3	Rum, in wood, <i>Owner's risk</i> of leakage.....	1	Shoddy.....	2
1	Rum, in wood, <i>Owner's risk</i> of leakage, car loads of not less than 20,000 lbs.....	1	Shoes, in trunks, consigned at <i>Owner's risk</i>	1
1	Rushes.....	2	do in trunks.....	D 1
2	Rustic Work, <i>Owner's risk</i>	1	do in boxes or cases.....	1
4	Rye..... See Grain.....	1	Shoe Pegs and Findings.....	1
1	Sacks, rag or wool.....	2	Shoe Nails. See Nails.....	
1	Saddles.....	1	Shoe Wax, in boxes.....	1
1	Saddlery Hardware, not otherwise enumerated.....	2	Shooks.....	3
3	Saddle Trees.....	1	Shooks, car loads of not less than 24,000 lbs.....	L. Rates
1	Sad Irons.....	2	Shorts..... See Bran.....	
D 1	Safes, kitchen.....	4	Shot, Government property..... See Special Tariff.....	
1	Safes, iron.....	2	Shot, in bags or boxes.....	2
2	Safes, car loads of not less than 20,000 lbs., <i>Owner's risk</i> of breakage.....	4-1	Shovels and Spades, in bundles.....	2
3	Safes, cheese, meat, &c.....	2	Shovels and Spades, car loads. See foot note.....	Class A
4	Saleratus or Sal-Soda, in boxes.....	3	Shovel Handles..... See Handles.....	
2	Salt, in small bags, bottles or boxes.....	1	Shower Baths.....	D 1
3	Salt, in sacks or barrels.....	1	Show Cases, <i>Owner's risk</i> of breakage.....	3-1
4	Salt, in sacks or barrels, car loads of not less than 24,000 lbs.....	2	Shrubbery, loose, <i>Owner's risk</i> prepaid.....	D 1
1	Salts, Epsom or Glauber.....	L. Rates	Shrubbery, in boxes or bundles, well packed, <i>Owner's risk</i> , prepaid.....	1
1	Saltpetre, in boxes.....	1	Shrubbery, car loads, <i>Owner's risk</i> , prepaid. See foot note.....	Class A
2	Sand. See Gravel.....	2		
	Sand Paper.....	1		

For 1st, 2nd, and 3rd Class goods, in car loads of 20,000 lbs., not given above, see note at head of Classification.

CLASS A.—Charge 16,000 lbs. per car, same figures in dollars as 1st class rate per 100 lbs.; excess over 16,000 lbs. to be charged in proportion.

ALPHABETICAL CLASSIFICATION OF FREIGHT.

ARTICLE	Class.	ARTICLE	Class.
Sieves	D 1	Stone, wrought, <i>Owner's risk</i>	3
Silks	D 1	Stone, unwrought	4
Sizing	1	Stone, rough or cobble, only taken in car loads of not less than 24,000 lbs.	L. Rates
Skins, wagon	2	Stoneware	See Earthenware
Skins, Deer, pressed, in bales	1	Stoves	D 1
do salted, in barrels or casks	3	Stoves, consigned at <i>Owner's risk</i>	1
do Sheep and Calf, loose	1	Stoves, shipped by manufacturers, consigned at <i>Owner's risk</i>	3
do Sheep and Calf, in bales	2	Stoves, <i>Owner's Risk</i> , in car loads, 20,000 lbs or over	4
do Sheep and Calf, car loads of not less than 20,000 lbs.	4	Stove Blacking or Polish, in cases	1
Slate, Flour, in barrels or casks	3	Stove Brick and Lining	3
Slates, School, boxed	2	Stove Plates, <i>Owner's risk</i>	2
Slate, Roofing	3	Stove Pipe	D 1
Slate, Roofing, car loads of not less than 24,000 lbs.	L. Rates	Straw, only taken in car loads by special contract, must not be taken to be shipped by water.	L. S. R.
Sleds or Sleighs, children or hand	4-1	Straw Boards	2
Sleighs, pleasure or lumber	See Vehicles	Straw Boards, car loads of not less than 20,000 lbs	4
Sleigh Stuff, rough	3	Straw Cutters	See Agricultural Implements
do car loads. See foot note	Class A	Straw Goods, in boxes	D 1
Sleigh Shoes, iron or steel	2	Stucco, in barrels	3
Smut Machines	1½	Stucco Work or Models, <i>Owner's risk</i> , released and prepaid	D 1
Snuff, in jars or bladders	1½	Sugar, Maple, in boxes, <i>Owner's risk</i>	1
Snuff, in boxes, barrels, casks or kegs	1	do Maple, in barrels	2
Soap, common in boxes	3	do Maple, in boxes, car loads of not less than 20,000 lbs.	4
do Castile or fancy, in boxes	1	do Refined, in bags	2
do Castile or fancy, shipped by Manufacturers	2	do Raw or Refined, in barrels, kegs, or boxes	3
Soap Oil, in barrels	3	do in car loads of not less than 20,000 lbs.	4
Soap Stone	2	Sugar Evaporators or Pans	D 1
Soda, in boxes or barrels	3	Sulkies	See Vehicles
Soda Caustic, in drums	3	Sulphate of Copper, in boxes	2
Soda Ash, in boxes or barrels	3	Sulphur, in boxes or kegs	2
Soda or Soda Ash, car loads of not less than 20,000 lbs.	4	do in barrels or casks	3
Soda Water	See Aerated Waters	do in car loads of not less than 20,000 lbs.	4
Solder	2	Sumac, in boxes	2
Sour Krout, in barrels	3	Superphosphate of Lime, in barrels	3
Spades and Shovels, in bundles	2	Superphosphate of Lime, car loads of not less than 24,000 lbs.	L. Rates
do car loads. See foot note	Class A	Sweet Potatoes. See Potatoes	3
Spars, taken only by special contract	3	Syrup, in barrels, <i>Owner's risk</i> of leakage	4
Spelter, in boxes	1	Syrup, in barrels, <i>Owner's risk</i> , car loads of not less than 20,000 lbs.	1
Spices, not otherwise enumerated, in boxes	D 1	Tackle	2
Spikes, in kegs or boxes. Same as nails	1-1	Tacks, in boxes	2
Spinning Wheels	2	Tallow, in barrels or casks	3
Spirits, Alcoholic	See Alcohol	Tallow, in barrels or casks, car loads of not less than 20,000 lbs.	4
Spirits of Turpentine, in barrels, <i>Owner's risk</i> of leakage	2	Tamarac Knees	See Knees
Spirits of any sort must not be taken to be shipped by water	2	Tamarinds, in jars, boxed	1
Spilts for matches, in bundles	2	Tanners' Scraps, in packages	3
Spilts for matches, car loads. See foot note	Class A	Tapioca, in boxes	1
Spokes	3	Tar, in barrels, <i>Owner's risk</i> of leakage	3
do car loads, see foot note	Class A	Tar, in barrels, <i>Owner's risk</i> of leakage, car loads of not less than 20,000 lbs.	4
Sponges, in boxes	D 1	Tarpaulins	2
Spools	2	Tartar, Cream of, in boxes	1
do car loads of not less than 20,000 lbs.	4	Tea, in boxes not matted	1
Spring Beds	D 1	Tea, in boxes matted	2
Spring Bed Frames	D 1	Tea, in boxes matted, car loads of not less than 20,000 lbs.	3
Springs, Carriage or Wagon	2	Teazles	D 1
do Upholsterers'	D 1	Telegraph Insulators	1
Stage Coaches. See Vehicles	2	Telegraph Poles, car loads of not less than 24,000 lbs	L. Rates
Starch, in boxes	2	Telegraph Wire	3
do in boxes, over 5,000 lbs. weight	3	Tents and Fixtures	1
do shipped by Manufacturers	4	Tent Poles, in bundles	1
do in boxes or barrels, car loads of not less than 20,000 lbs.	4	Terra Japonica	1
Stationery, in boxes	1	Thills, finished	D 1
Statuary, at <i>Owner's risk</i> , released and prepaid	D 1	Thills and Rims, unfinished, in bundles	2
Stave and Stave Bolts. See Lumber	3	Thimble Skeins, loose or in bundles	1
Stearine	3	Thimble Skeins, packed in boxes	2
Steel, in bars and bundles	3	Thread, in boxes	1
Steel Springs	2		
Steel Yards	1		
Stills, copper or iron	D 1		
Stock Glue	3		

For 1st, 2nd, and 3rd Class goods, in car loads of 20,000 lbs., not given above, see note at head of Classification.

CLASS A.—Charge 10,000 lbs. per car, same figures in dollars as 1st class rate per 100 lbs.; excess over 10,000 lbs. to be charged in proportion.



ALPHABETICAL CLASSIFICATION OF FREIGHT.

Class.	ARTICLE.	Class.	ARTICLE.	Class.
3	Threshing Machines ... See Agricultural Imple-		shafts and poles separate.....	1
4	ments.		Buggies, carriages, sleighs, crated, actual	3-1
Rates	Tierces , empty..... See Empties.		weight.....	
D 1	Ties , railroad, not taken unless specially authorized.	3	Stage coaches, omnibuses, large sleighs	
1	Tiles , drain or roofing, <i>Owner's risk</i>	L. Rates	and wagons, 5,000 lbs.	
3	Tiles , drain or roofing, car loads of not less than	1	Two horse carriage, hack or sleigh, 3,000	
4	24,000 lbs.	1	lbs.	
1	Tiles , encaustic, enamelled, or floor.....		One horse buggy, chaise, cab, gig, wagon	
3	Tile Machines		or sleigh, 2,000 lbs.	
4	Timber . Square or Round Timber, when no special		One horse carload, cutter, two wheeled	
1	tariff is in force, will be conveyed under the same		cart or sulky, 1,000 lbs.	
3	regulations as Lumber, 360 cubic feet of Oak and		Common lumber wagons, old, knocked	
2	other hard woods and 340 cubic feet of Pine and		down at 1,000 lbs.	
D 1	other soft woods being considered a car load of		Farmers' market wagons, new, knocked	
	24,000 lbs. See note relating to Lumber.		down at 2,000 lbs.	
L. S. R.	For distances of 100 miles and under, \$2.00 per		Steam fire engines, 6,000 lbs.	
2	car to be added to Lumber rates and an extra dollar		Hand fire engines, 4,000 lbs.	
4	for every additional 100 or part of 100 miles,		Hose cart or reels, 1,000 lbs.	
	plus a higher charge than \$5.00 per car above		At First Class rates.	
	Lumber rates.			
D 1	Timothy Seed See Seeds.		Veneering , in boxes.....	1
3	Tin Foil	1	Venison , <i>Owner's risk</i> , prepaid.....	1
D 1	Tin , pig or plate.....	3	Vermicelli , in boxes.....	1
1	Tin Pipe or Troughs	D 1	Vices	2
2	Tinned Iron Sheets	3	Vinegar , in barrels, <i>Owner's risk</i> of leakage.....	3
4	Tinware	1	Vinegar , in barrels, <i>Owner's risk</i> of leakage, car loads	
2	Tobacco , cut, in barrels.....	1	of not less than 20,000 lbs.....	4
4	Tobacco , in bales.....	1	Vegetables , in baskets, boxes, bags or barrels, owners	
2	Tobacco , in bales, car loads of not less than 20,000 lbs.	3	signing release.....	3
3	Tobacco , manufactured, in boxes.....	2	Vegetables , in baskets, boxes, bags or barrels, car	
4	Tobacco , in boxes, shipped by manufacturers.....	3	loads of 24,000 lbs., owners signing release and	
D 1	Tobacco , unmanufactured, in hids.....	3	prepaid. Tariff (Train Rates).	
	Tobacco , in boxes, barrels or hids, car loads of not	3	Vegetables must be prepaid or guaranteed between	
2	less than 20,000 lbs.....	4	1st December and 31st March.	
2	Tool Chests	1 1/2	Volley , zinc guttering.....	D 1
3	Tools , Mechanics', in boxes.....	1	Vitriol Oil , in wood. This Freight must not be	
4	Tow , in boxes or bales, <i>Owner's risk</i> from all causes..	2	taken to be shipped by water.....	D 1
2	car loads of 12,000 lbs. and over.....	3	Wadding	D 1
3	Toys , in cases.....	D 1	Wadding , pressed in bales.....	1
L. Rates	Travelling Bags	D 1	Wagons See Vehicles.	
3	Trays	1	Wagon Axles See Axles.	
4	Trees , loose, <i>Owner's risk</i> , prepaid.....	D 1	do Bows..... See Bows.	
1	Trees , in boxes or bundles, well packed, <i>Owner's risk</i> ,	D 1	do Boxes.....	2
1	prepaid.....	1	do Rims..... See Rims.	
2	Trees , car loads, <i>Owner's risk</i> , prepaid. See foot note.	1	do Thills..... See Thills.	
3	Tripe , in boxes, <i>Owner's risk</i> , prepaid.....	Class A	do Stuff, rough, not otherwise enumerated.....	3
4	Trunks , empty..... See Empties.	1	do Stuff, rough, car loads See foot note.....	Class A
1	Trunks , nested or filled with Satchels.....	1 1/2	Warp	1
3	Truss Hoops	1	Warp Beams	1
4	Tubes , Boiler, (Brass, Copper or Iron).....	2	Washers , iron.....	3
1	Tubing , gas or iron.....	3	Wash Boards , in bundles.....	1
3	Tubing , brass, copper or wooden.....	1	Washing Machines , set up.....	D 1
1	Tubs , in nests.....	1	Waste , cotton or wool, in sacks or bales, <i>Owner's</i>	
3	Tubs , in car loads. See foot note.....	Class A	risk from all causes.....	1
4	Turned Stuff , wooden, not otherwise enumerated..	2	Waste , cotton or wool, in sacks or bales, car loads of	
2	car loads. See foot note.....	Class A	20,000 lbs.....	3
1	Turnips See Vegetables.	1	Water Drawers	1
1	Turpentine , Spirits of, <i>Owner's risk</i> of leakage.	Class A	Water Lime , in barrels.....	3
2	This freight must not be taken to be shipped by	2	do, in barrels, car loads of not less than	
3	water.....		24,000 lbs.....	L. Rates
D 1	Twine , in boxes.....	1	Water Pipe , iron.....	3
1	Type , in cases.....	2	do car loads of not less than 20,000 lbs.....	4
L. Rates.	Type Cases	1	do wooden.....	1
3	Umbrellas , boxed.....	1	do in large quantities taken by special	
1	Vault and Prison Windows , iron.....	3	agreement.....	2
1	Valises	D 1	Water Wheels , iron.....	1
1	Varnish , in cans when boxed only, <i>Owner's risk</i>	1 1/2	Wax , in boxes.....	1
D 1	Varnish , in wood, <i>Owner's risk</i> of leakage. This	1	Wearing Apparel See Household Goods.	
2	Freight must not be taken to ship by water.....	D 1	Weights , metal, not otherwise specified.....	2
3	Vats , empty.....	D 1	Whalebone	1
1	Veal , fresh, <i>Owner's risk</i> , prepaid.....	1	Wheat See Grain.	
2	Vehicles , can only be taken under the following regu-		Wheels , iron, 8 feet and upwards in diameter.....	1 1/2
1	lations and at <i>Owner's risk</i> of chafing and breakage:		do iron, less than 8 feet.....	1
	When boxed, actual weight, wheels,		do iron, in sections.....	3
			do carriage or wagon.....	1 1/2
			Wheelbarrows	1 1/2
			do car loads. See foot note.....	Class A
			Whetstones	2

For 1st, 2nd, and 3rd Class goods, in car loads of 20,000 lbs., not given above, see note at head of Classification.

CLASS A.—Charge 16,000 lbs. per car, same figures in dollars as 1st class rate per 100 lbs.; excess over 16,000 lbs. to be charged in proportion.

ALPHABETICAL CLASSIFICATION OF FREIGHT.

ARTICLE	Class.	ARTICLE	Class.
Whippetrees, turned, unfinished.....	3	Wood, turned, not otherwise enumerated.....	2
Whips, not boxed.....	3-1	do turned, not otherwise enumerated, car loads. See foot note.....	Class A
do boxed.....	1	do foreign, of value, in boards.....	2
Whisky, in glass or stone, well packed, <i>Owner's risk</i>	1	do foreign, of value, in logs.....	3
do in wood, <i>Owner's risk of leakage</i>	2	Wooden Pipe.....	1
do in wood, <i>Owner's risk of leakage</i> , car loads of not less than 20,000 lbs.....	4	Wooden Screws, Tubing or Ware.....	1
White Lead.....	2	Wooden Ware, car loads. See foot note.....	Class A
Whiting, in boxes or barrels.....	3	Wool, foreign, compressed.....	2
Wicker Work.....	4-1	Wool, foreign, compressed car loads of not less than 20,000 lbs.....	4
Wicking.....	D 1	Wool, in sacks.....	1
Willow Cradles.....	4-1	Wool, in sacks, car loads of 10,000 lbs. and over.....	2
do Wagons.....	4-1	Woollen Goods.....	1
do Ware.....	4-1	Wool Sacks.....	2
do Reeds, in boxes, bales, or bundles.....	1	Wrapping Paper.....	3
do Reeds, in car loads of not less than 20,000 lbs.....	4	Wrapping Paper, car loads of not less than 20,000 lbs.....	4
Window Frames.....	D 1	Wringing Machines, boxed.....	1 1/2
Wine, in glass or stone, well packed, <i>Owner's risk</i>	1	Wringing Machines, not boxed.....	D 1
do of all kinds, in wood, <i>Owner's risk of leakage</i>	2	Yarn, pressed in bales.....	2
do of all kinds, in wood, <i>Owner's risk of leakage</i> , car loads of not less than 20,000 lbs.....	4	Yarn, in bundles or boxes.....	1
Wire, in bundles or boxes.....	2	Yarn, lath, or spun in coils.....	2
do Barbed or Fence.....	3	Yeast, in boxes.....	1
do Barbed or Fence, car loads of 20,000 lbs. or over.....	4	Zinc, in casks, pigs or slabs.....	3
do Rope.....	3	Zinc, in sheet or roll.....	2
do Cloth, in rolls of 150 lbs. or over.....	2	Zinc Gutting.....	D 1
do Telegraph.....	3		
do Telegraph, car loads of 20,000 lbs.....	4		

For 1st, 2nd, and 3rd Class goods, in car loads of 20,000 lbs., not given above, see note at head of Classification.
 CLASS A.—Charge 16,000 lbs. per car, same figures in dollars as 1st class rate per 100 lbs.; excess over 16,000 lbs. to be charged in proportion.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM TORONTO.

BETWEEN TORONTO And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Smalls. each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in Car loads of 24,000 lbs. per bush, of 60 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.	
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.					
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars	
Scarboro Junction.....	12	10	8	7	10	2½	3	8	35
Agincourt.....	15	12	10	8	10	2½	3½	8	35
*Millikens.....	15	12	10	8	10	2½	4	9	35
Unionville.....	15	12	10	9	10	2½	4	9	35
Markham.....	16	13	11	10	11	2½	4½	10	35
Stouffville.....	18	15	13	10	12	3	5	12	35
Goodwood.....	19	16	14	11	13	3½	5½	13	35
Uxbridge.....	20	17	15	11	14	3½	6	15	35
*Marsh Hill.....	21	18	15	11	15	3½	6½	15	45
*Wick.....	22	19	16	12	16	4	6½	16	45
Sunderland.....	24	20	17	13	16	4	7	16	45
*Manilla Crossing.....	25	21	18	13	17	4½	7	17	45
Cannington.....	26	22	18	14	18	4½	7	18	45
Woodville.....	27	22	19	14	20	5	7	18	45
Lorneville Junction.....	27	22	19	14	20	5	7	18	45
*Argyle.....	28	24	19	15	20	5	7	18	45
*Eldon.....	29	25	20	16	20	5	7	18	45
*Portage Road.....	30	25	21	16	20	5	7	20	45
Kirkfield.....	30	25	21	16	20	5	7	20	45
Victoria Road.....	31	26	22	17	20	5	7	22	45
*Corson's Crossing.....	32	27	22	17	20	5	7	22	45
Coboconk.....	32	27	22	17	20	5	7	22	45
*Ballantrae.....	19	16	14	10	13	4	5½	13	35
*Vivian.....	20	17	15	11	14	4	6	14	35
Mt. Albert.....	21	18	16	11	16	4 4/5	6½	15	35
*Ravenshoe.....	23	20	17	13	16	4 4/5	7	16	45
Sutton.....	24	20	17	13	17	4 4/5	7	16	45
Jackson's Point.....	25	21	18	13	18	4 4/5	7	16	45
*Cameron.....	40	34	27	20	30	8½	8	26	60
*Hall's.....	40	34	27	20	30	8½	8	26	60
Fenelon Falls.....	40	34	27	20	30	8½	8	26	60
*Fell's.....	41	35	28	20	31	9	8	27	60
*Retties.....	41	35	28	20	31	9	8	27	60
Kinmount.....	42	36	29	21	32	9	8½	28	60
*Myles Ry. Jct.....	42	36	29	21	32	9	8½	28	60
*Minden.....	42	36	29	21	32	9	8½	28	60

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All previous Rates conflicting with above are hereby cancelled.

Rates on Merchandise specified in the first four classes, and Smalls include collection and delivery in Toronto.

*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM TORONTO.

BETWEEN TORONTO And the following Stations.		MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each.
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs., bush, of 60 lbs.	Lumber in car loads of 4,000 lbs. per 100 lbs.	Live Stock, per car load.			
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.							
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			
*Ingoldsby.....	Victoria Division	44	36	29	22	34	10	8½	30			60
*Dysart.....		44	36	29	22	34	10	8½	30			60
*Gould's.....		44	36	29	22	34	10	8½	30			60
Haliburton.....		44	36	29	22	34	10	8½	30			60
Whitby.....	Whitby Division	30	25	20	15	Special	Tariff.	5	7	19		50
Brooklin.....		30	25	20	15	20	5	7	19			50
*Myrtle.....		30	25	20	15	20	5	7	19			50
*High Point.....		30	25	20	15	22	5½	7	20			50
*Manchester.....		30	25	20	15	22	5½	7	20			50
*Prince Albert.....		30	25	20	15	23	6	7	20			50
Port Perry.....		32	27	22	16	24	6	7½	22			50
Seagrave.....		32	27	22	16	24	6	7½	22			50
*Sonya.....		32	27	22	16	24	6	7½	22			50
Manilla.....		35	29	24	18	26	6½	8	22			50
Mariposa.....		35	29	24	18	26	6½	8	22			50
*Ops.....												
Belleville.....	Grand Junction Division	44	34	28	22	36	10	10	30			50
*Cannifton.....		44	34	28	22	36	10	10	30			50
*Foxboro.....		44	36	29	22	35	10	10	30			60
*Holloway.....		44	36	29	22	34	9	10	30			60
North Hastings Jc.....		44	36	29	22	34	9	10	30			60
Sirling.....		40	33	26	20	34	9	10	30			50
*Hoard's.....		38	31	26	19	34	9	10	30			50
Campbellford.....		37	30	25	19	34	9	10	30			45
Hastings.....		37	30	25	19	34	9	9	30			45
*Birdsall's.....		37	30	25	19	34	9	9	30			45
*Keene.....		42	32	26	21	35	9	10	32			50
*West Huntington.....		43	33	27	21	35	9	10	32			50
*Ivanhoe.....		44	34	28	22	35	9	10	32			60
*Crookston.....		44	34	28	22	35	9	10	32			60
*Moir Lake.....		44	34	28	23	35	9	10	32			60
Madoc.....		45	35	28	23	35	9	10	32			60
*Hematite Mine.....		46	37	30	23	35	9	10	32			60
*Eldorado.....		47	38	31	24	36	10	11	33			60
*Dufferin Mine.....												

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Rates on Merchandise specified in the first four classes and Smalls, include collection and delivery at Toronto.

*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM TORONTO.

BETWEEN TORONTO		MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each.
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per bush, of 60 lbs.	Lumber in car loads of 24,000 lbs per 100 lbs.	Live Stock per car load.			
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.			
And the following Stations.		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			Cents.
Port Hope.....				Sec	Special	Tariff.						
*Quay's.....		35	29	24	18	26	6 1/2	8	22			50
*Perrytown.....		35	29	24	18	26	6 1/2	8	22			50
Garden Hill.....		35	29	24	18	26	6 1/2	8	22			50
*Summit.....		35	29	24	18	26	6 1/2	8	22			50
Millbrook.....		35	29	24	18	26	6 1/2	8	22			50
Bethany.....		35	29	24	18	26	6 1/2	8	22			50
*Brunswick.....		35	29	24	18	26	6 1/2	8	22			50
Franklin.....		35	29	24	18	26	6 1/2	8	22			50
Onemee.....		35	29	24	18	26	6 1/2	8	22			50
*Reaboro.....		35	29	24	18	26	6 1/2	8	22			50
Lindsay.....		35	29	24	18	26	6 1/2	8	22			50
Cambray.....		32	27	23	16	24	6	8	22			50
*Grass Hill.....		30	25	21	15	22	5 1/2	7 1/2	20			50
Beaverton.....		30	25	21	15	22	5 1/2	7 1/2	20			50
*Gamebridge.....		32	27	22	17	25	6	8	22			40
Brechin.....		32	27	22	17	25	6 1/2	8	23			40
*Schepeler.....		32	27	22	17	25	6 1/2	8	23			40
Uptergrove.....		32	27	22	17	25	7	8	24			40
*Atherley.....		32	27	22	17	25	7 1/2	8	25			40
*Couchiching.....		32	27	22	17	25	7 3/4	8 1/2	26			40
Orillia.....		32	27	22	17	25	7 4/5	8 3/4	26			40
*Silver Creek.....		32	27	22	17	25	7 4/5	8 3/4	26			40
Uthoff.....		32	27	22	17	25	7 4/5	8 3/4	26			40
*Foxmead.....		32	27	22	17	25	7 4/5	8 3/4	26			40
*Alma.....		32	27	22	17	25	7 4/5	8 3/4	26			40
Coldwater.....		32	27	22	17	25	7 4/5	8 3/4	26			40
*Fesserton.....		32	27	22	17	25	7 4/5	8 3/4	26			40
Waubashene.....		32	27	22	17	25	7 4/5	8 3/4	26			40
*Sturgeon Bay.....		32	27	22	17	25	7 4/5	8 3/4	26			40
Victoria Bay.....		32	27	22	17	25	7 4/5	8 3/4	26			40
*Old Fort.....		32	27	22	17	25	7 4/5	8 3/4	26			40
Midland.....		32	27	22	17	25	7 4/5	8 3/4	26			40
*Frazerville.....		35	29	24	18	26	6 1/2	8	22			50
Peterborough.....		35	29	24	18	26	6 1/2	8	22			50
*Nassau Mills.....		35	29	24	18	26	6 1/2	8	22			50
Lakefield.....		40	34	27	20	30	8 1/4	8 1/2	25			50

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Rates on Merchandise specified in the first four classes, and Smalls include collection and delivery in Toronto.

*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM TORONTO.

BETWEEN TORONTO And the following Stations.	MERCHANDISE.				SPECIAL CLASSES. Loaded and unloaded by Owner.					Smalls, each, Cents.
	First Class.	Second Class.	Third Class.	Fourth Class.	Fleur and Meal in car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. bush. of 60 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock, per car load.		
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.		
TORONTO AND OTTAWA DIVISION.										

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*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM UXBRIDGE.

BETWEEN UXBRIDGE And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.			
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.							
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			
Scarboro Junction.....	20	17	13	10	16	8	6	14			25
Agincourt.....	20	17	13	10	15	8	6	14			25
*Millikens.....	18	15	12	9	14	7	5½	13			25
Unionville.....	18	15	12	9	14	7	5½	13			25
Markham.....	15	12	10	8	10	5	4	9			25
Stouffville.....	15	12	10	8	10	5	4	9			25
Goodwood.....	12	10	8	6	8	4	3½	7			25
Uxbridge.....											
*Marsh Hill.....	10	8	7	6	8	4	3½	7			25
*Wick.....	12	10	8	6	8	4	3½	7			25
Sunderland.....	15	12	10	8	10	5	4	9			25
*Manilla Crossing.....	15	12	10	8	10	5	4	9			25
Cannington.....	16	13	11	8	13	7	5	12			25
Woodville.....	18	15	12	9	14	7	5½	13			25
Lorneville Junction.....	18	15	12	9	14	7	5½	13			25
*Argyle.....	20	17	13	10	15	8	6	14			25
*Eldon.....	20	17	13	10	15	8	6	14			25
*Portage Road.....	20	17	13	10	16	8	6	14			25
Kirkfield.....	20	17	13	10	16	8	6	14			25
Victoria Road.....	22	18	15	11	18	9	6	15			25
*Corson's Crossing.....	22	18	15	11	18	9	6	15			25
Coboconk.....											
*Ballantrae.....	16	13	11	8	13	7	5	12			25
*Vivian.....	18	15	12	9	14	7	5½	13			25
Mt. Albert.....	18	15	12	9	14	7	5½	13			25
*Ravenshoe.....	20	17	13	10	16	8	6	14			25
Sutton.....	22	18	15	11	18	9	6	15			25
Jackson's Point.....	22	18	15	11	18	9	6	15			25
*Cameron.....	22	18	15	11	18	9	6	15			25
*Hall's.....	24	20	16	12	18	9	6½	16			35
Fenelon Falls.....	27	22	17	13	19	10	6½	16			35
*Fell's.....	27	22	17	13	20	10	7	18			35
*Retties.....	28	22	18	14	21	11	8	20			35
Kinnmount.....	30	25	20	15	22	11	8½	20			35
*Myles Ry. Jct.....	30	25	20	15	24	12	9	22			35
*Minden.....	30	25	20	15	25	13	9	22			35

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM UXBRIDGE.

BETWEEN UXBRIDGE And the following Stations.		MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each.
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 44,000 lbs. per 100 lbs.	Live Stock per car load.			
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.							
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			
*Ingoldsby.....	Victoria Division	30	25	20	15	26	13	9	22			35
*Dysart.....		32	27	21	16	28	14	9½	24			40
*Gould's.....		32	27	21	16	28	14	10	24			40
Haliburton.....												
Whitby.....	Whitby Division	30	25	20	15	25	13	9	22			35
Brooklin.....		30	25	20	15	24	12	9	22			35
*Myrtle.....		30	25	20	15	22	11	8½	20			35
*High Point.....		30	25	20	15	22	11	8½	20			35
*Manchester.....		28	22	18	14	21	11	8	20			35
*Prince Albert.....		28	22	18	14	21	11	8	20			35
Port Perry.....		27	22	17	13	20	10	7	18			35
Seagrave.....		27	22	17	13	19	10	6½	16			35
*Sonya.....		24	20	16	12	18	9	6½	16			35
Manilla.....		22	18	15	11	18	9	6	15			25
Mariposa.....		22	18	15	11	18	9	6	15			25
*Ops.....		22	18	15	11	18	9	6	15			25
Belleville.....	Grand Junction Division	40	35	27	20	35	18	12½	29			40
*Cannifton.....		40	35	27	20	35	18	12½	29			40
*Foxboro.....		37	30	25	19	34	17	12	28			40
*Holloway.....		37	30	25	19	34	17	12	28			40
North Hastings Jc.....		37	30	25	19	34	17	12	28			40
Stirling.....		36	30	24	18	33	17	11½	27			40
*Hoard's.....		36	30	24	18	32	16	11	26			40
Campbellford.....		33	28	23	17	30	15	11	25			40
Hastings.....		32	27	21	16	28	14	10	24			40
*Birdsall's.....		30	25	20	15	26	13	9	22			35
*Keene.....		37	30	25	19	34	17	12	29			40
*West Huntington.....		37	30	25	19	34	17	13	30			40
*Ivanhoe.....		37	30	25	19	34	17	13	30			40
*Crookston.....		37	30	25	19	34	17	13	30			40
*Moir Lake.....		38	31	26	19	34	17	13½	32			40
Madoc.....		38	31	26	19	34	17	13½	32			40
*Hematite Mine.....		38	31	26	19	34	17	13½	32			40
*Eldorado.....		40	32	26	20	35	18	14	34			40
*Dufferin Mine.....												

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM UXBRIDGE.

BETWEEN UXBRIDGE And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.					Smalls, each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.	Loaded and unloaded by Owner.	
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.						
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.		
Port Hope.....										
*Quay's.....	30	25	20	15	25	13	9	22		35
*Perrytown.....	30	25	20	15	24	12	9	22		35
Garden Hill.....	30	25	20	15	24	12	9	22		35
*Summit.....	30	25	20	15	22	11	8½	20		35
Millbrook.....	28	22	18	14	21	11	8	20		35
Bethany.....	27	22	17	13	20	10	7	18		35
*Brunswick.....	27	22	17	13	19	10	6½	16		35
Franklin.....	27	22	17	13	19	10	6½	16		35
Omeme.....	24	20	16	12	18	9	6½	16		35
*Reaboro.....	22	18	15	11	18	9	6	15		25
Lindsay.....										
Cambray.....	20	17	13	10	16	8	6	14		25
*Grass Hill.....	20	17	13	10	15	8	6	14		25
Beaverton.....	20	17	13	10	16	8	6	14		25
*Gamebridge.....	22	18	15	11	18	9	6	15		25
Brechin.....	22	18	15	11	18	9	6	15		25
*Schepeler.....	22	18	15	11	18	9	6	15		25
Uptergrove.....	24	20	16	12	18	9	6½	16		35
*Atherley.....	24	20	16	12	18	9	6½	16		35
*Couchiching.....	27	22	17	13	19	10	6½	16		35
Orillia.....										
*Silver Creek.....	27	22	17	13	20	10	7	18		35
Uthoff.....	28	22	18	14	21	11	8	20		35
*Foxmead.....	28	22	18	14	21	11	8	20		35
*Alma.....	28	22	18	14	21	11	8	20		35
Coldwater.....	30	25	20	15	22	11	8½	20		35
*Fesserton.....	30	25	20	15	24	12	9	22		35
Waubashene.....	30	25	20	15	24	12	9	22		35
*Sturgeon Bay.....	30	25	20	15	24	12	9	22		35
Victoria Bay.....	30	25	20	15	25	13	9	22		35
*Old Fort.....	30	25	20	15	26	13	9	22		35
Midland.....										
*Frazerville.....	30	25	20	15	22	11	8	20		35
Peterborough.....										
*Nassau Mills.....	30	25	20	15	25	13	9	22		35
Lakefield.....	30	25	20	15	26	13	9	22		35

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM UXBRIDGE.

BETWEEN UXBRIDGE And the following Stations.	MERCHANDISE.				SPECIAL CLASSES. Loaded and unloaded by Owner.					Smalls, each,
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs, per 100 lbs.	Lumber in car loads of 44,000 lbs, per 100 lbs.	Live Stock, per car load.		
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.		
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.		Cents.
TORONTO AND OTTAWA DIVISION.										

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM COBOCONK.

BETWEEN COBOCONK And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.			
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars			
Scarboro Junction.....	30	25	20	15	25	13	9	22			35
Agincourt.....	30	25	20	15	24	12	9	22			35
Millikens.....	30	25	20	15	24	12	9	22			35
Unionville.....	30	25	20	15	22	11	8	20			35
Markham.....	28	22	18	14	21	11	8	20			35
Stouffville.....	27	22	17	13	20	10	7	18			35
Goodwood.....	27	22	17	13	19	10	6	16			35
Uxbridge.....	24	20	16	12	18	9	6	16			35
*Marsh Hill.....	22	18	15	11	18	9	6	15			25
*Wick.....	22	18	15	11	18	9	6	15			25
Sunderland.....	20	17	13	10	16	8	6	14			25
*Manilla Crossing.....	20	17	13	10	16	8	6	14			25
Cannington.....	20	17	13	10	15	8	6	14			25
Woodville.....	18	15	12	9	14	7	5	13			25
Lorneville Junction.....	18	15	12	9	14	7	5	13			25
*Argyle.....	18	15	12	9	14	7	5	13			25
*Eldon.....	16	13	11	8	13	7	5	12			25
*Portage Road.....	15	12	10	8	10	5	4	9			25
Kirkfield.....	15	12	10	8	10	5	4	9			25
Victoria Road.....	12	10	8	6	8	4	3	7			25
*Corson's Crossing.....	10	8	7	5	8	4	3	7			25
Coboconk.....											
*Ballantrae.....	28	22	18	14	21	11	8	20			35
*Vivian.....	30	25	20	15	22	11	8	20			35
Mt. Albert.....	30	25	20	15	24	12	9	22			35
*Ravenshoe.....	30	25	20	15	25	13	9	22			35
Sutton.....	30	25	20	15	26	13	9	22			35
Jackson's Point.....	32	27	21	16	28	14	9	24			40
*Cameron.....	22	18	15	11	18	9	6	15			25
*Hall's.....	22	18	15	11	18	9	6	15			25
Fenelon Falls.....	24	20	16	12	18	9	6	16			35
*Fell's.....	27	22	17	13	19	10	6	16			35
*Retties.....	27	22	17	13	20	10	7	18			35
Kinmount.....	30	25	20	15	22	11	8	20			35
*Myles Ry. Jct.....	30	25	20	15	22	11	8	20			35
*Minden.....	30	25	20	15	25	13	9	22			35

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All previous Rates conflicting with above are hereby cancelled.

*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM COBOCONK.

BETWEEN COBOCONK		MERCHANDISE.				SPECIAL CLASSES.					Smalls, each.
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock, per car load.	Loaded and unloaded by Owner.	
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.		
And the following Stations.		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.		Cents.
*Ingoldsby.....	Victoria Division	30	25	20	15	26	13	9	22		35
*Dysart.....		30	25	20	15	26	13	9	22		35
*Gould's.....		32	27	21	16	28	14	9	24		40
Haliburton.....		32	27	21	16	28	14	10	24		40
Whitby.....	Whitby Division	30	25	20	15	25	13	9	22		35
Brooklin.....		30	25	20	15	24	12	9	22		35
*Myrtle.....		30	25	20	15	24	12	9	22		35
*High Point.....		30	25	20	15	22	11	8	20		35
*Manchester.....		28	22	18	14	21	11	8	20		35
*Prince Albert.....		28	22	18	14	21	11	8	20		25
Port Perry.....		27	22	17	13	20	10	7	18		35
Seagrave.....		27	22	17	13	19	10	6	16		35
*Sonya.....		24	20	16	12	18	9	6	16		35
Manilla.....		22	18	15	11	18	9	6	15		25
Mariposa.....		22	18	15	11	18	9	6	15		25
*Ops.....		22	18	15	11	18	9	6	15		25
Belleville.....	Grand Junction Division	37	30	25	19	34	17	13	30		40
*Cannifton.....		37	30	25	19	34	17	13	30		40
*Foxboro.....		37	30	25	19	34	17	12	29		40
*Holloway.....		37	30	25	19	34	17	12	29		40
North Hastings Jc.....		37	30	25	19	34	17	12	29		40
Stirling.....		37	30	25	19	34	17	12	29		40
*Hoard's.....		36	29	24	18	32	16	11	26		40
Campbellford.....		33	28	23	17	30	15	11	25		40
Hastings.....		32	27	21	16	28	14	10	24		40
*Birdsall's.....		30	25	20	15	26	13	9	22		35
*Keene.....		37	30	25	19	34	17	12	29		40
*West Huntington.....		37	30	25	19	34	17	12	29		40
*Ivanhoe.....		37	30	25	19	34	17	13	30		40
*Crookston.....		37	30	25	19	34	17	13	30		40
*Moir Lake.....		37	30	25	19	34	17	13	30		40
Madoc.....		38	31	26	19	34	17	13 $\frac{1}{2}$	32		40
*Hematite Mine.....		38	31	26	19	34	17	13 $\frac{1}{2}$	32		40
*Eldorado.....		38	31	26	19	34	17	13 $\frac{1}{2}$	32		40
*Dufferin Mine.....		38	31	26	19	34	17	13 $\frac{1}{2}$	32		40

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*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM COBOCONK.

BETWEEN COBOCONK And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.			
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.							
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			
Port Hope.....	30	25	20	15	24	12	9	22			35
*Quay's.....	30	25	20	15	24	12	9	22			35
*Perrytown.....	30	25	20	15	24	12	9	22			35
Garden Hill.....	30	25	20	15	22	11	8	20			35
*Summit.....	28	22	18	14	21	11	8	20			35
Millbrook.....	27	22	17	13	20	10	7	18			35
Bethany.....	27	22	17	13	19	10	6	16			35
*Brunswick.....	27	22	17	13	19	10	6	16			35
Franklin.....	24	20	16	12	18	9	6	16			35
Omamee.....	22	18	15	11	18	9	6	15			25
*Reaboro.....	20	17	13	10	16	8	6	14			25
Lindsay.....	20	17	13	10	15	8	6	14			25
*Grass Hill.....	18	15	12	9	14	7	5	13			25
Lorneville Jc.....	20	17	13	10	16	8	6	14			25
Beaverton.....	20	17	13	10	16	8	6	14			25
*Gamebridge.....	22	18	15	11	18	9	6	15			25
Brechin.....	22	18	15	11	18	9	6	15			25
*Schepeler.....	24	20	16	12	18	9	6	16			35
Uptergrove.....	24	20	16	12	18	9	6	16			35
*Atherley.....	24	20	16	12	18	9	6	16			35
*Couchiching.....	24	20	16	12	18	9	6	16			35
Orillia.....	27	22	17	13	20	10	7	18			35
*Silver Creek.....	27	22	17	13	20	10	7	18			35
Uthoff.....	28	22	18	14	21	11	8	20			35
*Foxmead.....	28	22	18	14	21	11	8	20			35
*Alma.....	28	22	18	14	21	11	8	20			35
Coldwater.....	30	25	20	15	22	11	8	20			35
*Fesserton.....	30	25	20	15	24	12	9	22			35
Waubashene.....	30	25	20	15	24	12	9	22			35
*Sturgeon Bay.....	30	25	20	15	25	13	9	22			35
Victoria Bay.....	30	25	20	15	26	13	9	22			35
*Old Fort.....	30	25	20	15	26	13	9	22			35
Midland.....	30	25	20	15	22	11	8	20			35
*Frazerville.....	30	25	20	15	24	12	9	22			35
Peterborough.....	30	25	20	15	26	13	9	22			35
*Nassau Mills.....	30	25	20	15	24	12	9	22			35
Lakefield.....	30	25	20	15	26	13	9	22			35

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM COBOCONK.

BETWEEN COBOCONK		MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each,
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock, per car load.			
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.							
And the following Stations.		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			Cents.
TORONTO AND OTTAWA DIVISION.												

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM HALIBURTON.

BETWEEN HALIBURTON And the following Stations.		MERCHANDISE.				SPECIAL CLASSES.				Small, each.
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.	
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars	
Scarboro Junction.....	NIPissing Division.	37	30	25	19	34	17	12	29	40
Agincourt.....		37	30	25	19	33	16	12	28	40
*Millikens.....		37	30	25	19	33	16	12	28	40
Unionville.....		37	30	25	19	33	16	12	28	40
Markham.....		36	29	24	18	32	16	11	26	40
Stouffville.....		34	28	23	17	30	15	11	25	40
Goodwood.....		33	28	23	17	30	15	11	25	40
Uxbridge.....		32	27	21	16	28	14	10	24	40
*Marsh Hill.....		32	27	21	16	28	14	9	24	40
*Wick.....		30	25	20	15	26	13	9	22	35
Sunderland.....		30	25	20	15	25	13	9	22	35
*Manilla Crossing.....		30	25	20	15	25	13	9	22	35
Cannington.....		30	25	20	15	24	12	9	22	35
Woodville.....		30	25	20	15	22	11	8	20	35
Lorneville Junction.....		30	25	20	15	22	11	8	20	35
*Argyle.....		30	25	20	15	22	11	8	20	35
*Eldon.....		30	25	20	15	24	12	9	22	35
*Portage Road.....		30	25	20	15	25	13	9	22	35
Kirkfield.....		30	25	20	15	25	13	9	22	35
Victoria Road.....		30	25	20	15	26	13	9	22	35
*Corson's Crossing.....		32	27	21	16	28	14	9	24	40
Coboconk.....		32	27	21	16	28	14	10	24	40
*Ballantrae.....		36	29	24	18	32	16	11	26	40
*Vivian.....		36	29	24	18	33	16	11	27	40
Mt. Albert.....		37	30	25	19	33	16	12	28	40
*Ravenshoe.....		37	30	25	19	34	17	12	29	40
Sutton.....		37	30	25	19	34	17	12	29	40
Jackson's Point.....		37	30	25	19	34	17	12	29	40
*Cameron.....	Victoria Division.	24	20	16	12	18	9	6	16	35
*Hall's.....		22	18	15	11	18	9	6	15	25
Fenelon Falls.....		22	18	15	11	18	9	6	15	25
*Fell's.....		22	18	15	11	18	9	6	15	25
*Retties.....		20	17	13	10	16	8	6	14	25
Kinmount.....		18	15	12	9	14	7	5	13	25
*Myles Ry. Jct.....		18	15	12	9	14	7	5	13	25
*Minden.....		15	12	10	8	10	5	4	9	25

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM HALIBURTON.

BETWEEN HALIBURTON And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.			
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.							
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			
*Ingoldsby.....	12	10	8	6	8	4	3	7			25
*Dysart.....	12	10	8	6	8	4	3	7			25
*Gould's.....	10	8	7	5	8	4	3	7			35
Haliburton.....											
Whitby.....	33	28	23	17	30	15	11	25			40
Brooklin.....	32	27	21	16	28	14	10	24			40
*Myrtle.....	32	27	21	16	28	14	10	24			40
*High Point.....	32	27	21	16	28	14	9	24			40
*Manchester.....	32	27	21	16	28	14	9	24			40
*Prince Albert.....	30	25	20	15	26	13	9	22			35
Port Perry.....	30	25	20	15	26	13	9	22			35
Seagrave.....	30	25	20	15	24	12	9	22			35
*Sonya.....	30	25	20	15	24	12	9	22			35
Manilla.....	30	25	20	15	22	11	8	20			35
Mariposa.....	28	22	18	14	21	11	8	20			35
*Ops.....	27	22	17	13	20	10	7	18			35
Belleville.....											
*Cannifton.....	40	32	26	20	35	18	14	34			40
*Foxboro.....	38	31	26	19	34	17	13 $\frac{1}{2}$	32			40
*Holloway.....	38	31	26	19	34	17	13 $\frac{1}{2}$	32			40
North Hastings Jc.....	38	31	26	19	34	17	13 $\frac{1}{2}$	32			40
Stirling.....	37	30	25	19	34	17	13	30			40
*Hoard's.....	37	30	25	19	34	17	13	30			40
Campbellford.....	37	30	25	19	34	17	12	29			40
Hastings.....	37	30	25	19	33	16	12	28			40
*Birdsall's.....	36	29	24	18	32	16	11	26			40
*Keene.....	34	28	23	17	30	15	11	25			40
*West Huntington.....	38	31	26	19	34	17	13 $\frac{1}{2}$	32			40
*Ivanhoe.....	38	31	26	19	34	17	13 $\frac{1}{2}$	32			40
*Crookston.....	40	32	26	20	35	18	14	34			40
*Moir Lake.....	40	32	26	20	35	18	14	34			40
Madoc.....	40	32	26	20	35	18	14	34			40
*Hematite Mine.....	42	32	26	21	36	18	14 $\frac{1}{2}$	35			50
*Eldorado.....	42	32	26	21	36	18	14 $\frac{1}{2}$	35			50
*Dufferin Mine.....	42	32	26	21	36	18	14 $\frac{1}{2}$	35			50

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM HALIBURTON.

BETWEEN HALIBURTON And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Small each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 100 lbs. per bbl.	Grain in Car loads of 100 lbs. per 100 lbs.	Lumber in car loads of 100 lbs. per 100 lbs.	Live Stock per car load.			
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents	Cents	Cents	Dollars	Cents.		
	Cents.	Cents.	Cents.	Cents.	Cents	Cents	Cents	Dollars	Cents.		
Port Hope.....	32	27	21	16	28	14	10	24		40	
*Quay's.....	32	27	21	16	28	14	10	24		40	
*Perrytown.....	32	27	21	16	28	14	9	24		40	
Garden Hill.....	30	25	20	15	26	13	9	22		35	
*Summit.....	30	25	20	15	26	13	9	22		35	
Millbrook.....	30	25	20	15	24	12	9	22		35	
Bethany.....	30	25	20	15	24	12	9	22		35	
*Brunswick.....	30	25	20	15	24	12	9	22		35	
Franklin.....	30	25	20	15	24	12	9	22		35	
Omamee.....	30	25	20	15	22	11	8	20		35	
*Renboro.....	28	22	18	14	21	11	8	20		35	
Lindsay.....	MIDLAND DIVISION.	27	22	17	13	20	10	7	18		35
Cambray.....		28	22	18	14	21	11	8	20		35
*Grass Hill.....		30	25	20	15	22	11	8	20		35
Lorneville Jc.....		30	25	20	15	25	13	9	22		35
Beaverton.....		30	25	20	15	25	13	9	22		35
*Gamebridge.....		30	25	20	15	25	13	9	22		35
Brechin.....		30	25	20	15	26	13	9	22		35
*Schepeler.....		32	27	21	16	28	14	9	24		40
Uptergrove.....		32	27	21	16	28	14	10	24		40
*Atherley.....		32	27	21	16	28	14	10	24		40
*Couchiching.....		32	27	21	16	28	14	10	24		40
Orillia.....		34	28	23	17	30	15	11	25		40
*Silver Creek.....		34	28	23	17	30	15	11	25		40
Uthoff.....		36	29	24	18	32	16	11	26		40
*Foxmead.....		36	29	24	18	32	16	11	26		40
*Alma.....		36	29	24	18	33	16	11	27		40
Coldwater.....		36	29	24	18	33	16	11	27		40
*Fesserton.....		37	30	25	19	33	16	12	28		40
Wauhaushene.....		37	30	25	19	33	16	12	28		40
*Sturgeon Bay.....		37	30	25	19	34	17	12	29		40
Victoria Bay.....		37	30	25	19	34	17	12	29		40
*Old Fort.....		32	27	21	16	28	14	9	24		40
Midland.....		33	28	23	17	80	15	11	25		40
*Frazerville.....		34	28	23	17	30	15	11	25		40
Peterborough.....											
*Nassau Mills.....											
Lakefield.....											

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM HALIBURTON.

BETWEEN HALIBURTON And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each,
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls, per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs, per 100 lbs.	Lumber in car loads of 24,000 lbs, per 100 lbs.	Live Stock, per car load.			
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.							
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			
TORONTO AND OTTAWA DIVISION.											

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM WHITBY.

BETWEEN WHITBY And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Small each
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per bush. of 60 lbs.	Lumber in car loads of 1,000 lbs. per 100 lbs.	Live Stock per car load.	
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.					
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.	
Scarboro Junction.....	36	29	24	18	33	9½	11	27	40
Agincourt.....	36	29	24	18	32	9½	11	26	40
*Millikens.....	34	28	23	17	30	9	11	25	40
Unionville.....	34	28	23	17	30	9	11	25	40
Markham.....	33	28	23	17	30	9	11	25	40
Stouffville.....	32	27	21	16	28	8½	10	24	40
Goodwood.....	32	27	21	16	28	8½	9	24	40
Uxbridge.....	30	25	20	15	26	8	9	22	35
*Marsh Hill.....	30	25	20	15	25	8	9	22	35
*Wick.....	30	25	20	15	24	7	9	22	35
Sunderland.....	30	25	20	15	22	6½	8	20	35
*Manilla Crossing.....	30	25	20	15	22	6½	8	20	35
Cannington.....	28	22	18	14	21	6½	8	20	35
Woodville.....	27	22	17	13	20	6	7	18	35
Lorneville Junction.....	27	22	17	13	20	6	7	18	35
*Argyle.....	27	22	17	13	20	6	7	18	35
*Eldon.....	28	22	18	14	21	6½	8	20	35
*Portage Road.....	30	25	20	15	22	6½	8	20	35
Kirkfield.....	30	25	20	15	22	6½	8	20	35
Victoria Road.....	30	25	20	15	24	7	9	22	35
*Corson's Crossing.....	30	25	20	15	25	8	9	22	35
Coboconk.....	30	25	20	15	26	8	9	22	35
*Ballantrae.....	33	28	23	17	30	9	11	25	40
*Vivian.....	34	28	23	17	30	9	11	25	40
Mt. Albert.....	36	29	24	18	32	9½	11	26	40
*Ravenshoe.....	36	29	24	18	33	9½	11½	27	40
Sutton.....	37	30	25	19	33	9½	12	28	40
Jackson's Point.....	37	30	25	19	33	10	12	28	40
*Cameron.....	27	22	17	13	19	6	6	16	35
*Hall's.....	27	22	17	13	19	6	6	16	35
Fenelon Falls.....	27	22	17	13	20	6	7	18	35
*Fell's.....	28	22	18	14	21	6½	8	20	35
*Retties.....	30	25	20	15	22	6½	8	20	35
Kinmount.....	30	25	20	15	25	8	9	22	35
*Myles Ry. Jct.....	30	25	20	15	25	8	9	22	35
*Minden.....	32	27	21	16	28	8½	9	24	40

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FREIGHT TARIFF TO AND FROM WHITBY.

BETWEEN WHITBY And the following Stations.		MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each.
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl	Grain and Mill Stuffs in car loads of 24,000 lbs. per bush, of 60 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.			
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.							
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			
*Ingoldsby.....	Victoria Division	32	27	21	16	28	8½	10	24			40
*Dysart.....		32	27	21	16	28	8½	10	24			40
*Gould's.....		33	28	23	17	30	9	11	25			40
Haliburton.....		43	28	23	17	30	9	11	25			40
Whitby.....	Whitby Division	5	4	4	4	5	+11	2½	6			25
Brooklin.....		10	8	6	5	7½	+2½	3½	8			25
*Myrle.....		13	10	7	6	8½	+2½	3½	9			25
*High Point.....		14	11	9	7	10	+3	4	11			25
*Manchester.....		15	12	10	8	10	+3	4	11			25
*Prince Albert.....		15	12	10	8	10	+3	4	11			25
Port Perry.....		15	12	10	8	10	+3	4	11			25
Seagrave.....		17	14	12	9	13	+4½	5	13			25
*Sonya.....		17	14	13	9	13	+4	5	13			25
Manilla.....		19	16	14	10	16	+4½	5½	14			25
Mariposa.....		21	17	15	10	18	+5	6	15			25
*Ops.....		22	18	15	11	18	+5	6	15			25
Belleville.....	Grand Junction Division	38	31	26	19	34	10	13	32			40
*Cannifton.....		38	31	26	19	34	10	13	32			40
*Foxboro.....		37	30	25	19	34	10	13	30			40
*Holloway.....		37	30	25	19	34	10	13	30			40
North Hastings Jc.....		37	30	25	19	34	10	12	29			40
Stirling.....		37	30	25	19	34	10	12	29			40
*Hoard's.....		37	30	25	19	34	10	12	29			40
Campbellford.....		37	30	25	19	34	10	12	28			40
Hastings.....		36	30	24	18	32	9½	11	26			40
*Birdsall's.....		33	28	23	17	30	9	11	25			40
*Keene.....		32	27	21	16	28	8½	10	24			40
*West Huntington.....		37	30	25	19	34	10	13	30			40
*Ivanhoe.....		37	30	25	19	34	10	13	30			40
*Crookston.....		38	31	26	19	34	10	13	32			40
*Moira Lake.....		38	31	26	19	34	10	13	32			40
Madoc.....		38	31	26	19	35	10	13	32			40
*Hematite Mine.....		40	32	26	20	35	11	14	34			40
*Eldorado.....		40	32	26	20	35	11	14	34			40
*Dufferin Mine.....		40	32	26	20	35	11	14	34			40

This Tariff is subject to General Rules and Conditions of Carriage adopted by the Midland Railway Company and may be altered or cancelled at any time, with or without notice.

All previous Rates conflicting with above are hereby cancelled.

*Flag Stations, Freight must be prepaid.

In consideration of having received Municipal aid from a portion of the County of Victoria, and from the village of Port Perry, and in accordance with the terms of an agreement entered into between the Railway Company and the said Municipalities, the following rates from Stations named to Whitby shall not be exceeded for the term of 20 years, namely:—From Lindsay, Wheat 4 cents per bus., Barley 3½ cents per bus., From Mariposa, Manilla and Seagrave, Wheat 3½ cents per bus., Barley 3 cents per bus., Oats 2½ cents per bus., From Port Perry, Wheat 2½ cents per bus., Barley 2 cents per bus., Lumber 90 cents per 1000 ft. B. M.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM WHITBY.

BETWEEN WHITBY	MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Small. each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 lbs. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per bush. of 60 lbs.	Lumber in c.r. loads of 24,000 lbs. per 100 lbs.	Live Stock, per car load.			
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.			
And the following Stations.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			Cents.
Port Hope.....											
*Quay's.....	30	25	20	15	26	8	9	22			35
*Perrytown.....	30	25	20	15	26	8	9	22			35
Garden Hill.....	30	25	20	15	25	8	9	22			35
*Summit.....	30	25	20	15	24	7	9	22			35
Millbrook.....	30	25	20	15	24	7	9	22			35
Bethany.....	28	22	18	14	21	6½	8	20			35
*Brunswick.....	28	22	18	14	21	6½	8	20			35
Franklin.....	28	22	18	14	21	6½	8	20			35
Omeme.....	27	22	18	13	20	6	7	18			35
*Reaboro.....	27	22	17	13	19	6	6½	16			35
Lindsay.....	22	18	15	11	18	†	6	15			25
Cambray.....	24	20	16	12	18	5½	6	16			35
*Grass Hill.....	27	22	17	13	19	6	6	16			35
Lorneville Jc.....	27	22	17	13	20	6	7	18			35
Beaverton.....	30	25	20	15	22	6½	8	20			35
*Gamebridge.....	30	25	20	15	22	6½	8	20			35
Brechin.....	30	25	20	15	24	7	9	22			35
*Schepeler.....	30	25	20	15	25	8	9	22			35
Uptergrove.....	30	25	20	15	26	8	9	22			35
*Atherley.....	30	25	20	15	26	8	9	22			35
*Couchiching.....	30	25	20	15	26	8	9	22			40
Orillia.....	32	27	21	16	28	8½	9	24			40
*Silver Creek.....	32	27	21	16	28	8½	10	24			40
Uthoff.....	32	27	21	16	28	8½	10	24			40
*Foxmead.....	33	28	23	17	30	9	11	25			40
*Alma.....	33	28	23	17	30	9	11	25			40
Coldwater.....	34	28	23	17	30	9	11	25			40
*Fesserton.....	34	28	23	17	30	9	11	25			40
Waubashene.....	36	30	24	18	32	9½	11	26			40
*Sturgeon Bay.....	36	30	24	18	32	9½	11	26			40
Victoria Bay.....	36	30	24	18	33	10	11½	27			40
*Old Fort.....	37	30	25	19	34	10	12	28			40
Midland.....	37	30	25	19	34	10	12	29			40
*Frazerville.....	30	25	20	15	25	8	9	22			35
Peterborough.....	30	25	20	15	26	8	9	22			35
*Nassau Mills.....	32	27	21	16	28	8½	9½	24			35
Lakefield.....	32	27	21	16	28	8½	10	24			35

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All previous Rates conflicting with above are hereby cancelled.

*Flag Stations, Freight must be prepaid.

†In consideration of having received Municipal aid from a portion of the County of Victoria, and from the village of Port Perry, and in accordance with the terms of an agreement entered into between the Railway Company and the said Municipalities, the following rates from Stations named to Whitby shall not be exceeded for the term of 10 years, namely:—From Lindsay, Wheat 4 cents per bus., Barley 3½ cents per bus. From Mariposa, Manilla and Seagrave, Wheat 3½ cents per bus., Barley 3 cents per bus., Oats 2½ cents per bus. From Port Perry, Wheat 2½ cents per bus., Barley 2 cents per bus., Lumber 90 cents per 1000 ft. B. M.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM WHITBY.

BETWEEN WHITBY And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each,
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per bush, of 60 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock, per car load.			
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.							
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			
TORONTO AND OTTAWA DIVISION.											

This Tariff is subject to General Rules and Conditions of Carriage adopted by the Midland Railway Company and may be altered or cancelled at any time, with or without notice.

All previous Rates conflicting with above are hereby cancelled.

*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM LINDSAY.

BETWEEN LINDSAY And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each,
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.			
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.			
Scarboro Junction.....	30	25	20	15	22	11	8½	20			35
Agincourt.....	28	22	18	14	21	11	8	20			35
*Millikens.....	28	22	18	14	21	11	8	20			35
Unionville.....	27	22	17	13	19	10	7	16			35
Markham.....	27	22	17	13	19	10	7	16			35
Stouffville.....	24	20	16	12	18	9	6½	15			35
Goodwood.....	22	18	15	11	18	9	6½	15			25
Uxbridge.....	22	18	15	11	18	9	6	15			25
*Marsh Hill.....	20	17	13	10	15	8	6	14			25
*Wick.....	20	17	13	10	15	8	6	14			25
Sunderland.....	18	15	12	9	14	7	5½	13			25
*Manilla Crossing.....	18	15	12	9	14	7	5½	13			25
Cannington.....	16	13	11	8	13	7	5	12			25
Woodville.....	16	13	11	8	13	7	5	12			25
Lorneville Junction.....	15	12	10	8	10	5	4	9			25
*Argyle.....	16	13	11	8	13	7	5	12			25
*Eldon.....	16	13	11	8	13	7	5	12			25
*Portage Road.....	18	15	12	9	14	7	5½	13			25
Kirkfield.....	18	15	12	9	14	7	5½	13			25
Victoria Road.....	20	17	13	10	15	8	6	14			25
*Corson's Crossing.....	20	17	13	10	15	8	6	14			25
Coboconk.....	22	18	15	11	18	9	6	15			25
*Ballantrae.....	27	22	17	13	20	10	7	18			35
*Vivian.....	27	22	17	13	20	10	7	18			35
Mr. Albert.....	28	22	18	14	21	11	8	20			35
*Ravenshoe.....	30	25	20	15	22	11	8½	20			35
Sutton.....	30	25	20	15	24	12	9	22			35
Jackson's Point.....	30	25	20	15	25	13	9	22			35
*Cameron.....	12	10	8	6	8	4	3	7			25
*Hall's.....	15	12	10	8	10	5	3	9			25
Fenelon Falls.....	15	12	10	8	10	5	3½	9			25
*Fell's.....	16	13	11	8	13	7	4	12			25
*Retties.....	18	15	12	9	14	7	4	13			25
Kinmount.....	20	17	13	10	15	8	4½	14			25
*Myles Ry. Jct.....	20	17	13	10	15	9	4½	14			25
*Minden.....	22	18	15	11	18	9	4½	15			25

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All previous Rates conflicting with above are hereby cancelled.

*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM LINDSAY.

BETWEEN LINDSAY And the following Stations.		MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each.
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.			
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.							
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			
*Ingoldsby.....	Victoria Division	24	20	16	12	18	9	5	15			35
*Dysart.....		24	20	16	12	18	9	5	15			35
*Gould's.....		27	22	17	13	19	10	5½	16			35
Halliburton.....		27	22	17	13	20	10	5½	16			85
Whitby.....	Whitby Division	21	17	14	10	18	9	6	15			25
Brooklin.....		19	16	13	10	16	9	6	14			25
*Myrtle.....		19	16	13	10	16	8	6	14			25
*High Point.....		18	15	12	9	14	8	6	14			25
*Manchester.....		18	15	12	9	14	8	5½	14			25
*Prince Albert.....		18	15	12	9	13	7½	5½	13			25
Port Perry.....		17	14	12	9	12	7	5	11			25
Seagrave.....		15	12	10	8	12	7	5	11			25
*Sonya.....		15	12	10	8	12	7	5	11			25
Manilla.....		13	10	7	6	10	5	4	9			25
Mariposa.....		10	8	6	5	7½	4	3	8			25
*Ops.....		6	5	4	4	5	3	3	6			25
Belleville.....	Grand Junction Division	34	28	23	17	30	15	11	25			40
*Cannifton.....		33	28	23	17	30	15	10	25			40
*Foxboro.....		32	27	21	16	28	14	10	24			40
*Holloway.....		32	27	21	16	28	14	9	24			40
North Hastings Jc.....		30	25	20	15	26	13	9	22			35
Stirling.....		30	25	20	15	25	13	9	22			35
*Hoard's.....		30	25	20	15	24	12	8	22			35
Campbellford.....		27	22	17	13	20	10	7	18			35
Hastings.....		27	22	17	13	19	10	6	16			35
*Birdsall's.....		24	20	16	12	18	9	6	16			35
*Keene.....		32	27	21	16	28	14	10	24			40
*West Huntington.....		32	27	21	16	28	14	10	24			40
*Ivanhoe.....		33	28	23	17	30	15	11	25			40
*Crookston.....		34	28	23	17	30	15	11	25			40
*Moir Lake.....		34	28	23	17	30	15	11	25			40
Madoc.....		36	30	24	18	32	16	11	26			40
*Hematite Mine.....		36	30	24	18	32	16	11	26			40
*Eldorado.....		36	30	24	18	33	16	11	27			40
*Dufferin Mine.....		36	30	24	18							40

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM LINDSAY.

BETWEEN LINDSAY		MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls. each.
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock, per car load.			
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.			
And the following Stations.		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			Cents.
MIDLAND DIVISION.												
Port Hope.....		22	18	15	11	18	9	6	15			25
*Quay's.....		20	17	13	10	16	8	6	14			25
*Perrytown.....		20	17	13	10	16	8	6	14			25
Garden Hill.....		20	17	13	10	16	8	6	14			25
*Summit.....		20	17	13	10	15	8	6	14			25
Millbrook.....		18	15	12	9	14	7	5 1/2	13			25
Bethany.....		16	13	11	8	13	7	5	12			25
*Brunswick.....		16	13	11	8	13	7	5	12			25
Franklin.....		15	12	10	8	10	5	4	9			25
Omeme.....		12	10	8	6	8	4	3 1/2	7			25
*Reaboro.....		10	8	7	6	8	4	3 1/2	7			25
Lindsay.....												
Cambray.....		10	8	7	6	8	4	3	7			25
*Grass Hill.....		12	10	8	6	8	4	3	7			25
Lorneville Jc.....		15	12	10	8	10	5	4	9			25
Beaverton.....		18	15	12	9	14	7	5	13			25
*Gamebridge.....		20	17	13	10	15	8	6	14			25
Brechin.....		20	17	13	10	15	8	6	14			25
*Schepler.....		20	17	13	10	16	8	6	14			25
*Uptergrove.....		22	18	15	11	18	9	6	15			25
*Atherley.....		22	18	15	11	18	9	6	15			25
*Couchiching.....		22	18	15	11	18	9	6	15			25
Orillia.....												
*Silver Creek.....		24	20	16	12	18	9	6 1/2	16			35
Uthoff.....		27	22	17	13	19	10	6 1/2	16			35
*Foxmead.....		27	22	17	13	19	10	6 1/2	16			35
*Alma.....		27	22	17	13	19	10	6 1/2	16			35
Coldwater.....		27	22	17	13	20	10	7	18			35
*Fesserton.....		28	22	18	14	21	11	8	20			35
Waubashene.....		28	22	18	14	21	11	8	20			35
*Sturgeon Bay.....		28	22	18	14	21	11	8	20			35
Victoria Bay.....		30	25	20	15	22	11	8 1/2	20			35
*Old Fort.....		30	25	20	15	24	12	8 1/2	22			35
Midland.....												
*Frazerville.....		20	17	13	10	15	8	6	14			25
Peterborough.....												
*Nassau Mills.....		22	18	15	11	18	9	6	15			25
Lakefield.....		24	20	16	12	18	9	6	16			25

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM LINDSAY.

BETWEEN LINDSAY And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock, per car load.			
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.			
TORONTO AND OTTAWA DIVISION.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			Cents.

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*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM PETERBOROUGH.

BETWEEN PETERBOROUGH		MERCHANDISE				SPECIAL CLASSES				Loaded and unloaded by Owner.		Smalls, each.
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per bush, of 60 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock, per car load.			
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.			
And the following Stations.		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			Cents.
Scarboro Junction.....	NIPISING DIVISION.	36	29	24	18	32	9½	11	26			40
Agincourt.....		34	28	23	17	80	9	11	25			40
*Millikens.....		33	28	23	17	30	9	11	25			40
Unionville.....		33	28	23	17	30	9	11	25			40
Markham.....		32	27	21	16	28	8	10	24			40
Stouffville.....		32	27	21	16	28	8	9½	24			40
Goodwood.....		30	25	20	15	26	8	9	22			35
Uxbridge.....		30	25	20	15	25	7½	9	22			35
*Marsh Hill.....		30	25	20	15	24	7	9	22			35
*Wick.....		30	25	20	15	22	6	8½	20			35
Sunderland.....		28	22	18	14	21	6	8	20			35
*Manilla Crossing.....		28	22	18	14	21	6	8	20			35
Cannington.....		27	22	17	13	20	6	7	18			35
Woodville.....		27	22	17	13	19	6	6½	16			35
Lorneville Junction.....		27	22	17	13	19	6	6	16			35
*Argyle.....		27	22	17	13	19	6	6½	16			35
*Eldon.....		27	22	17	13	20	6	7	18			35
*Portage Road.....		28	22	18	14	21	6	8	20			35
Kirkfield.....		28	22	18	14	21	6½	8	20			35
Victoria Road.....		30	25	20	15	22	6½	8½	20			35
*Corson's Crossing.....		30	25	20	15	24	7	9	22			35
Coboconk.....		30	25	20	15	24	7	9	22			35
*Ballantrae.....		32	27	21	16	28	8	10	24			40
*Vivian.....		33	28	23	17	30	9	11	25			40
Mt. Albert.....		34	28	23	17	30	9	11	25			40
*Ravenshoe.....		36	29	24	18	32	9	11	26			40
Sutton.....		36	29	24	18	33	10	11½	27			40
Jackson's Point.....		36	29	24	18	33	10	11½	27			40
*Cameron.....	Victoria Division	22	18	15	11	18	5	6	15			25
*Hall's.....		24	20	16	12	18	5	6	16			35
Fenelon Falls.....		27	22	17	13	19	6	6½	16			35
*Fell's.....		27	22	17	13	20	6	7	18			35
*Retties.....		28	22	18	14	21	6½	8	20			35
Kinmount.....		30	25	20	15	24	7	9	22			35
*Myles Ry. Jct.....		30	25	20	15	24	7	9	22			35
*Minden.....		30	25	20	15	26	8	9	22			35

This Tariff is subject to General Rules and Conditions of Carriage adopted by the Midland Railway Company and may be altered or cancelled at any time, with or without notice.

All previous Rates conflicting with above are hereby cancelled.

*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM PETERBOROUGH.

BETWEEN PETERBOROUGH And the following Stations.		MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.	
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 lbs. per bbl.	Grain and Mill Stuffs in car loads of 4000 lbs. per bush. of 60 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.	Smalls, each.	
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.	Cents.	
*Ingoldby.....	Victoria Division	30	25	20	15	26	8	9	22		35
*Dysart.....		32	27	21	16	28	8	9	24		40
*Gould's.....		32	27	21	16	28	8½	10	24		40
Haliburton.....		32	27	21	16	28	8½	10	24		40
Whitby.....	Whitby Division	30	25	20	15	26	8	9	22		35
Brooklin.....		30	25	20	15	25	8	9	22		35
*Myrtle.....		30	25	20	15	24	7	9	22		35
*High Point.....		30	25	20	15	24	7	9	22		35
*Manchester.....		30	25	20	15	22	6	8½	20		35
*Prince Albert.....		30	25	20	15	22	6	8½	20		35
Port Perry.....		30	25	20	15	22	6½	8	20		35
Seagrave.....		27	22	17	13	20	6	7	18		35
*Sonya.....		27	22	17	13	20	6	7	18		35
Manilla.....		27	22	17	13	19	6	6½	16		35
Mariposa.....		24	20	16	12	18	5	6	16		35
*Ops.....		22	18	15	11	18	5	6	15		25
Belleville.....	Grand Junction Division	28	22	18	14	21	6½	8	20		35
*Cannifton.....		27	22	17	13	20	6	7	18		35
*Foxboro.....		27	22	17	13	19	6	6	16		35
*Holloway.....		27	22	17	13	19	6	6	16		35
North Hastings Jc.....		27	22	17	13	19	6	6	16		35
Stirling.....		24	20	16	12	18	5	6	16		35
*Hoard's.....		22	18	15	11	18	5	6	15		25
Campbellford.....		20	17	13	10	16	5	6	14		25
Hastings.....		18	15	12	9	14	4	5	13		25
Birdsall's.....		16	13	11	8	13	4	5	12		25
*Keene.....		12	10	8	6	8	2½	3	7		25
*West Huntingdon.....		27	22	17	13	19	6	6	16		35
*Ivanhoe.....		27	22	17	13	20	6	7	18		35
*Crookston.....		27	22	17	13	20	6	7	18		35
*Moir Lake.....		28	22	18	14	21	6½	8	20		35
Madoc.....		30	25	20	15	22	6½	8	20		35
*Hematite Mine.....		30	25	20	15	22	6½	8½	20		35
*Eldorado.....		30	25	20	15	21	7	9	22		35
*Dufferin Mine.....		30	25	20	15	24	7	9	22		35

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All previous Rates conflicting with above are hereby cancelled.

*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM PETERBOROUGH.

BETWEEN PETERBOROUGH And the following Stations.	MERCHANDISE				SPECIAL CLASSES				Smalls each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Floor and Mill Studs in loads of 120 bbls. per bbl.	Grain and Mill Studs in car loads of 24000 lbs. per bush. of 60 lbs.	Lumber in car loads of 24000 lbs. per car load.	Lave Stock per car load.	
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars	
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars	CENTS.
Port Hope.....									
*Quay's.....	20	17	13	10	15	4	6	14	25
*Perrytown.....	18	15	12	9	14	4	5 1/2	13	25
Garden Hill.....	18	15	12	9	14	4	5	13	25
*Summit.....	16	13	11	8	13	4	5	12	25
Millbrook.....	15	12	10	8	10	3	1	9	25
Bethany.....	16	13	11	8	13	4	5	12	25
*Brunswick.....	18	15	12	9	14	4	5	13	25
Franklin.....	18	15	12	9	14	4	5	13	25
Omamee.....	20	17	13	10	15	5	6	14	25
*Reaboro.....	20	17	13	10	16	5	6	14	25
Lindsay.....	22	18	15	11	18	5 1/2	6	15	25
Cambray.....	22	18	15	11	18	5 1/2	6	15	25
*Grass Hill.....	24	20	16	12	18	5 1/2	6	16	35
Lorneville Jc.....	27	22	17	13	19	6	6	16	35
Beaverton.....	27	22	17	13	20	6	7	18	35
*Gamebridge.....	28	22	18	14	21	6 1/2	8	20	35
Brechin.....	30	25	20	15	22	6 1/2	8	20	35
*Schepeler.....	30	25	20	15	24	7	9	22	35
Uptergrove.....	30	25	20	15	24	7	9	22	35
*Atherley.....	30	25	20	15	25	7 1/2	9	22	35
*Couchiching.....	30	25	20	15	25	7 1/2	9	22	35
Orillia.....	30	25	20	15	26	8	9	22	35
*Silver Creek.....	32	27	22	16	28	8	9	23	40
Uthoff.....	32	27	22	16	28	8	9	23	40
*Foxmead.....	32	27	22	16	28	8 1/2	9	23	40
*Alma.....	32	27	22	16	28	8 1/2	9	23	40
Coldwater.....	32	27	22	16	29	9	9	23	40
*Fesserton.....	32	27	22	16	29	9	9	23	40
Waubaushene.....	32	27	22	16	30	9	9	23	40
*Sturgeon Bay.....	32	27	22	16	30	9	9	23	40
Victoria Bay.....	32	27	22	16	30	9	9	23	40
*Old Fort.....	32	27	22	16	30	9	9	23	40
Midland.....	32	27	22	16	30	9	9	23	40
*Frazerville.....	12	10	8	6	8	2 1/2	3	7	25
Peterborough.....									
*Nassau Mills.....	10	8	7	6	8	2	3	7	25
Lakefield.....	12	10	8	6	8	2 1/2	3	7	25

This Tariff is subject to General Rules and Conditions of Carriage adopted by the Midland Railway Company and may be altered or cancelled at any time, with or without notice.

All previous Rates conflicting with above are hereby cancelled.

*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM PETERBOROUGH.

BETWEEN PETERBOROUGH And the following Stations.	MERCHANDISE.				SPECIAL CLASSES. Loaded and unloaded by Owner.					Smalls, each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per bush, of 60 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock, per car load.		
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.		
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.		Cents.
TORONTO AND OTTAWA DIVISION.										

This Tariff is subject to General Rules and Conditions of Carriage adopted by the Midland Railway Company and may be altered or cancelled at any time, with or without notice.

All previous Rates conflicting with above are hereby cancelled.

*Flag Stations, Freight must be prepaid.

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM PORT HOPE.

BETWEEN PORT HOPE		MERCHANDISE				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Small each.
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 24,000 lbs. per 100 lbs.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.			
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.			
And the following Stations.		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			Cents.
Scarboro Junction.....	NIPISING DIVISION.	36	29	24	18	33	9½	11	27			40
Agincourt.....		36	29	24	18	32	9½	11	26			40
*Millikens.....		36	29	24	18	32	9½	11	26			40
Unionville.....		34	28	23	17	30	9	11	25			40
Markham.....		33	28	23	17	30	9	11	25			40
Stouffville.....		32	27	21	16	28	8	9	24			40
Goodwood.....		32	27	21	16	28	8	9	22			40
Uxbridge.....		30	25	20	15	26	7½	9	22			35
*Marsh Hill.....		30	25	20	15	25	7½	9	22			35
*Wick.....		30	25	20	15	24	7	9	22			35
Sunderland.....		30	25	20	15	22	6½	8	20			35
*Manilla Crossing.....		30	25	20	15	22	6½	8	20			35
Cannington.....		28	22	18	14	21	6½	8	20			35
Woodville.....		27	22	17	13	20	6	7	18			35
Lorneville Junction.....		27	22	17	13	20	6	7	18			35
*Argyle.....		27	22	17	13	20	6	7	18			35
*Eldon.....		28	22	18	14	21	6½	8	20			35
*Portage Road.....		30	25	20	15	22	6½	8	20			35
Kirkfield.....		30	25	20	15	22	6½	8½	20			35
Victoria Road.....		30	25	20	15	24	7	9	22			35
*Corson's Crossing.....		30	25	20	15	25	7½	9	22			35
Coboconk.....		30	25	20	15	25	8	9	22			35
*Ballantrae.....		33	28	23	17	30	9	11	25			40
*Vivian.....		34	28	23	17	30	9	11	25			40
Mt. Albert.....		36	30	24	18	32	9	11	26			40
*Ravenshoe.....		36	30	24	18	33	10	11	27			40
Sutton.....		37	30	25	19	34	10	12	28			40
Jackson's Point.....		37	30	25	19	34	10	12	28			40
*Cameron.....	Victoria Division	24	20	16	12	18	5	6	16			35
*Hall's.....		27	22	17	13	19	5½	6	16			35
Fenelon Falls.....		27	22	17	13	20	6	7	18			35
*Fell's.....		28	22	18	14	21	6½	8	20			35
*Retties.....		30	25	20	15	22	6½	8	20			35
Kinmount.....		30	25	20	15	25	7	9	22			35
*Myles Ry. Jct.....		30	25	20	15	25	7½	9	22			35
*Minden.....		32	27	21	16	28	8	9	24			40

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*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM PORT HOPE.

BETWEEN PORT HOPE		MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each.
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 blis. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per bush, of 60 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.			
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.			
And the following Stations.		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			Cents.
*Ingoldsby.....	Victoria Division	32	27	21	16	28	8	8 1/2	24			40
*Dysart.....		32	27	21	16	28	8	8 1/2	24			40
*Gould's.....		33	28	23	17	30	8	8 1/2	25			40
*Haliburton.....		33	28	23	17	30	8	8 1/2	25			40
Whitby.....	Whitby Division	30	25	20	15	26	7 1/2	9	22			35
Brooklin.....		30	25	20	15	25	7 1/2	9	22			35
*Myrtle.....		30	25	20	15	25	7	9	22			35
*High Point.....		30	25	20	15	24	7	9	22			35
*Manchester.....		30	25	20	15	24	7	9	22			35
*Prince Albert.....		30	25	20	15	24	7	9	22			35
Port Perry.....		30	25	20	15	24	7	9	22			35
Seagrave.....		28	22	18	14	21	6 1/2	8	20			35
*Sonya.....		28	22	18	14	21	6 1/2	8	20			35
Manilla.....		27	22	17	13	20	6	7	18			35
Mariposa.....		27	22	17	13	19	6	6	16			35
*Ops.....		24	20	16	12	18	5	6	16			35
Belleville.....	Grand Junction Division	32	27	21	16	28	8 1/2	10	24			40
*Cannifton.....		32	27	21	16	28	8 1/2	9 1/2	24			40
*Foxboro.....		30	25	20	15	26	7 1/2	9	22			35
*Holloway.....		30	25	20	15	26	7	9	22			35
North Hastings Jc.....		30	25	20	15	26	7	9	22			35
Stirling.....		30	25	20	15	25	7	9	22			35
*Hoard's.....		30	25	20	15	22	6 1/2	8	20			35
Campbellford.....		28	22	18	14	21	6 1/2	8	20			35
Hastings.....		27	22	17	13	19	6	6	16			35
*Birdsall's.....		24	20	16	12	18	5	6	16			25
*Keene.....		22	18	15	11	18	5	6	15			25
*West Huntington.....		30	25	20	15	26	7	9	22			35
*Ivanhoe.....		32	27	21	16	28	8	9	24			40
*Crookston.....		32	27	21	16	28	8	10	24			40
*Moir Lake.....		32	27	21	16	28	8	10	24			40
Madoc.....		33	28	23	17	30	9	11	25			40
*Hematite Mine.....		34	28	23	17	30	9	11	25			40
*Eldorado.....		34	28	23	17	30	9	11	25			40
*Dufferin Mine.....		36	29	24	18	32	9	11	26			40

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM PORT HOPE.

BETWEEN		MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.	
PORT HOPE		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per bush. of 60 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock, per car load.	Smalls, each	
And the following Stations.		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.						
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.	Cents.	
MIDLAND DIVISION.											
Port Hope.....											
*Quay's.....	10	8	7	6	8	21	21	7		25	
*Perrytown.....	12	10	8	6	8	21	3	7		25	
Garden Hill.....	14	11	9	7	8	21	3	8		25	
*Summit.....	16	12	10	8	10	31	4	9		25	
Millbrook.....	16	13	11	8	12	31	4	12		25	
Bethany.....	18	15	12	9	13	4	4	13		25	
*Brunswick.....	18	15	12	9	14	4	4	14		25	
Franklin.....	20	17	13	10	15	4	4	14		25	
Omamece.....	20	17	13	10	16	4	4	14		25	
*Reaboro.....	22	18	15	11	16	4	4	15		25	
Lindsay.....	22	18	15	11	16	4	4	15		25	
Cambray.....	24	20	16	12	18	4	5	16		25	
*Grass Hill.....	27	22	17	13	19	5	5	16		35	
Lorneville Jc.....	27	22	17	13	19	5	6	18		35	
Beaverton.....	28	22	18	14	20	5	6	20		35	
*Gamebridge.....	30	25	20	15	22	6	7	20		35	
Brechin.....	30	25	20	15	24	6	7	22		35	
*Schepeler.....	30	25	20	15	25	6	8	22		35	
Uptergrove.....	30	25	20	15	25	7	8	22		35	
*Atherley.....	30	25	20	15	26	7	8	22		35	
*Couchiching.....	30	25	20	15	26	8	8	22		35	
Orillia.....	32	27	22	16	30	8	8	23		40	
*Silver Creek.....	32	27	22	16	30	8	8	23		40	
Uthoff.....	32	27	22	16	30	8	8	23		40	
*Foxmead.....	32	27	22	16	30	8	8	23		40	
*Alma.....	32	27	22	16	30	8	8	23		40	
Coldwater.....	32	27	22	16	30	8	8	23		40	
*Fesserton.....	32	27	22	16	30	8	8	23		40	
Waubashene.....	32	27	22	16	30	8	8	23		40	
*Sturgeon Bay.....	32	27	22	16	30	8	8	23		40	
Victoria Bay.....	32	27	22	16	30	8	8	23		40	
*Old Fort.....	32	27	22	16	30	8	8	23		40	
Midland.....	32	27	22	16	30	8	8	23		40	
*Frazerville.....	18	15	12	9	14	4	4	14		25	
Peterborough.....	20	17	13	10	15	4	4	14		25	
*Nassau Mills.....	22	18	15	11	16	4	5	16		25	
Lakefield.....	22	18	15	11	16	4	5	16		25	

MIDLAND DIVISION.

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*Flag Stations, Freight must be prepaid.

†The rate on Barley from these Stations to Port Hope is 3½ cents per bushel, of 48 lbs.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM PORT HOPE.

BETWEEN PORT HOPE And the following Stations.	MERCHANDISE.				SPECIAL CLASSES. Loaded and unloaded by Owner.						Smalls, each,
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls, per bbl.	Grain and Mill Stuffs in car loads of 21,000 lbs. per bush, of 60 lbs.	Lumber in car loads of 14,000 lbs, per 100 lbs.	Live Stock, per car load.			
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.							
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			Cents.
TORONTO AND OTTAWA DIVISION.											

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All previous Rates conflicting with above are hereby cancelled.

*Flag Stations, Freight must be prepaid.

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM ORILLIA.

BETWEEN ORILLIA And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Small. each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 44,000 lbs. per 100 lbs.	Live Stock per car load.	
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.					
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.	Cents.
Scarboro Junction.....	30	25	20	15	26	13	8½	22	40
Agincourt.....	30	25	20	15	25	13	8½	22	35
*Millikens.....	30	25	20	15	25	13	8½	22	35
Unionville.....	30	25	20	15	24	12	8½	22	35
Markham.....	30	25	20	15	24	12	8½	22	35
Stouffville.....	28	22	18	14	21	11	8	20	35
Goodwood.....	27	22	17	13	20	10	7	18	35
Uxbridge.....	27	22	17	13	19	10	6	16	35
*Marsh Hill.....	24	20	16	12	18	9	6	16	35
*Wick.....	22	18	15	11	18	9	6	15	35
Sunderland.....	22	18	15	11	18	9	6	15	25
*Manilla Crossing.....	22	18	15	11	18	9	6	15	25
Cannington.....	20	17	13	10	16	8	6	14	25
Woodville.....	20	17	13	10	16	8	6	14	25
Lorneville Junction.....	20	17	13	10	15	8	6	14	25
*Argyle.....	20	17	13	10	15	8	6	14	25
*Eldon.....	20	17	13	10	16	8	6	14	25
*Portage Road.....	22	18	15	11	18	9	6	15	25
Kirkfield.....	22	18	15	11	18	9	6	15	25
Victoria Road.....	22	18	15	11	18	9	6	15	25
*Corson's Crossing.....	24	20	16	12	18	9	6	16	35
Coboconk.....	27	22	17	13	19	10	6	16	35
*Ballantrae.....	30	25	20	15	24	12	8	22	35
*Vivian.....	30	25	20	15	24	12	8	22	35
Mt. Albert.....	30	25	20	15	25	13	8	22	35
*Ravenshoe.....	30	25	20	15	26	13	8½	22	35
Sutton.....	32	27	21	16	28	14	8½	24	40
Jackson's Point.....	32	27	21	16	28	14	8½	24	40
NIPissing Division									
*Cameron.....	24	20	16	12	18	9	6	16	35
*Hall's.....	27	22	17	13	19	10	6	16	35
Fenelon Falls.....	27	22	17	13	20	10	7	18	35
*Fell's.....	27	22	17	13	20	10	7	18	35
*Retties.....	28	22	18	14	21	11	8	20	35
Kinmount.....	30	25	20	15	24	12	8	22	35
*Myles Ry. Jct.....	30	25	20	15	25	13	8	22	35
*Minden.....	30	25	20	15	26	13	8	22	35
Victoria Division									

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All previous Rates conflicting with above are hereby cancelled.

*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM ORILLIA.

BETWEEN ORILLIA And the following Stations.		MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.		Smalls, each.
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.			
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.							
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			
*Ingoldsby.....	Victoria Division	32	27	21	16	28	14	9	24			40
*Dysart.....		32	27	21	16	28	14	9	24			40
*Gould's.....		32	27	21	16	28	14	9	24			40
Haliburton.....		33	28	23	17	30	15	10	25			40
Whitby.....	Whitby Division.	30	25	20	15	26	13	8 1/2	22			35
Brooklin.....		30	25	20	15	25	13	8 1/2	22			35
*Myrtle.....		30	25	20	15	24	12	8 1/2	22			35
*High Point.....		30	25	20	15	24	12	8 1/2	22			35
*Manchester.....		30	25	20	15	24	12	8 1/2	22			35
*Prince Albert.....		30	25	20	15	24	12	8 1/2	22			35
Port Perry.....		30	25	20	15	22	11	8	20			35
Seagrave.....		28	22	18	14	21	11	8	20			35
*Sonya.....		27	22	17	13	20	10	7	18			35
Manilla.....		27	22	17	13	20	10	7	18			35
Mariposa.....	Grand Junction Division.	24	20	16	12	18	9	6	16			35
*Ops.....		24	20	16	12	18	9	6	16			35
Belleville.....		38	31	26	19	34	17	12	32			40
*Cannifton.....		37	30	25	19	34	17	12	30			40
*Foxboro.....		37	30	25	19	34	17	12	30			40
*Holloway.....		37	30	25	19	34	17	12	30			40
North Hastings Jc.....		37	30	25	19	34	17	12	30			40
Stirling.....		37	30	25	19	34	17	11	29			40
*Hoard's.....		37	30	25	19	34	17	11	29			40
Campbellford.....		36	29	24	18	33	16	10	27			40
Hastings.....		34	28	23	17	30	15	10	25			40
*Birdsall's.....		33	28	23	17	30	15	10	25			40
*Keene.....		32	27	21	16	28	14	9	24			40
*West Huntingdon.....		37	30	25	19	34	17	11	30			40
*Ivanhoe.....		37	30	25	19	34	17	11	30			40
*Crookston.....		38	31	26	19	34	17	11	32			40
*Moir Lake.....		38	31	26	19	34	17	11	32			40
Madoc.....		38	31	26	19	34	17	12	32			40
*Hematite Mine.....		40	32	26	20	35	18	12	34			40
*Eldorado.....		40	32	26	20	35	18	12	34			40
*Dufferin Mine.....		40	32	26	20	35	18	12	34			40

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM ORILLIA.

BETWEEN ORILLIA And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.	
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.		
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.						
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.		
Port Hope.....										
*Quay's.....	30	25	20	15	28	14	8½	22		35
*Perrytown.....	30	25	20	15	27	14	8½	22		35
Garden Hill.....	30	25	20	15	26	13	8½	22		35
*Summit.....	30	25	20	15	24	12	8½	22		35
Millbrook.....	30	25	20	15	22	11	8½	20		35
Bethany.....	28	22	18	14	21	11	8	20		35
*Brunswick.....	28	22	18	14	21	11	8	20		35
Franklin.....	27	22	17	13	20	10	7	18		35
Omeme.....	27	22	17	13	19	10	6	16		35
*Reabro.....	24	20	16	12	18	9	6	16		35
Lindsay.....	22	18	15	11	18	9	6	15		25
Cambray.....	22	18	15	11	18	9	6	15		25
*Grass Hill.....	20	17	13	10	16	8	6	14		25
Lorneville Jc.....	20	17	13	10	15	8	6	14		25
Beaverton.....	18	15	12	9	14	7	5	13		25
*Gamebridge.....	16	13	11	8	13	7	5	12		25
Brechin.....	15	12	10	8	10	5	4	9		25
*Schepler.....	12	10	8	6	8	4	3	7		25
Uptergrove.....	12	10	8	6	8	4	3	7		25
*Atherley.....	10	8	7	6	8	4	3	7		25
*Couchiching.....	10	8	7	6	8	4	3	7		25
Orillia.....										
*Silver Creek.....	10	8	7	6	8	4	3	7		25
Uhthoff.....	12	10	8	6	8	4	3	7		25
*Foxmead.....	15	12	10	8	10	5	4	9		25
*Alma.....	15	12	10	8	10	5	4	9		25
Coldwater.....	15	12	10	8	10	5	4	9		25
*Fesserton.....	16	13	11	8	13	7	6	12		25
Waubashene.....	16	13	11	8	13	7	6	12		25
*Sturgeon Bay.....	18	15	12	9	14	7	6	13		25
Victoria Bay.....	20	17	13	10	15	8	7	14		25
*Old Fort.....	20	17	13	10	15	8	7	14		25
Midland.....	20	17	13	10	16	8	7	14		25
*Frazerville.....	30	25	20	15	24	12	8½	22		35
Peterborough.....										
*Nassau Mills.....	30	25	20	15	26	13	9	22		35
Lakefield.....	32	27	21	16	28	14	10	23		40

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All previous Rates conflicting with above are hereby cancelled.

*Flag Stations, Freight must be prepaid.

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM ORILLIA.

BETWEEN ORILLIA And the following Stations.	MERCHANDISE.				SPECIAL CLASSES. Loaded and unloaded by Owner.						Smalls, each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock, per car load.			
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.			Cents.
TORONTO AND OTTAWA DIVISION.											

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*Flag Stations, Freight must be prepaid.

Scarboro
Agincourt
*Milkhens.
Unionville
Markham
Stouffville
Goodwood
Uxbridge
*Marsh H
*Wick.....
Sunderlan
*Manilla C
Canningto
Woodville
Lorneville
*Argyle ...
*Eldon....
*Portage
Kirkfield
Victoria
*Corson's
Cobocon
*Ballantrae
*Vivian ...
Mt. Alber
*Ravensho
Sutton ...
Jackson's
*Cameron
*Hall's....
Fenclo
*Fell's
*Retties...
Kinnou
*Myles R
*Minden

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*Flag

The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM BELLEVILLE.

BETWEEN BELLEVILLE And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.	
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per bush. of 60 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.		Smalls, each.
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.		Cents.
Scarboro Junction.....	42	32	26	21	36	11	14	35		50
Agincourt.....	42	32	26	21	36	11	14	35		50
*Millikens.....	42	32	26	21	36	11	14	35		50
Unionville.....	40	32	26	20	35	11	14	34		40
Markham.....	40	32	26	20	35	11	14	34		40
Stouffville.....	38	31	26	19	34	10	13	32		40
Goodwood.....	38	31	26	19	34	10	13	32		40
Uxbridge.....	37	30	25	19	34	10	13	30		40
*Marsh Hill.....	37	30	25	19	34	10	13	30		40
*Wick.....	37	30	25	19	34	10	13	30		40
Sunderland.....	37	30	25	19	34	10	12	29		40
*Manilla Crossing.....	37	30	25	19	34	10	12	29		40
Cannington.....	37	30	25	19	34	10	12	29		40
Woodville.....	37	30	25	19	33	9	12	28		40
Lorneville Junction.....	37	30	25	19	33	9	12	28		40
*Argyle.....	37	30	25	19	33	9	12	28		40
*Eldon.....	37	30	25	19	34	10	12	29		40
*Portage Road.....	37	30	25	19	34	10	12	29		40
Kirkfield.....	37	30	25	19	34	10	12	29		40
Victoria Road.....	37	30	25	19	34	10	13	30		40
*Corson's Crossing.....	37	30	25	19	34	10	13	30		40
Coboconk.....	38	31	26	19	34	10	13	32		40
*Ballantrae.....	40	32	26	20	35	11	14	34		40
*Vivian.....	42	32	26	21	36	11	14	35		50
Mt. Albert.....	42	32	26	21	36	11	14	35		50
*Ravenshoe.....	43	33	27	21	38	12	15	36		50
Sutton.....	43	33	27	21	38	12	15	36		50
Jackson's Point.....	44	34	28	22	40	12	15	38		50
NIPISSING DIVISION										
*Cameron.....	36	30	24	18	33	10	11	27		40
*Hall's.....	36	30	24	18	33	10	11	27		40
Fencelon Falls.....	37	30	25	19	34	10	12	28		40
*Fell's.....	37	30	25	19	34	10	12	29		40
*Retties.....	37	30	25	19	34	10	12	29		40
Kinmount.....	37	30	25	19	34	10	13	30		40
*Myles Ry. Jct.....	37	30	25	19	34	10	13	30		40
*Minden.....	38	31	26	19	34	10	13	32		40
VICTORIA DIVISION										

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM BELLEVILLE.

BETWEEN BELLEVILLE		MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.	
		First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in Car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per bush, of 60 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock per car load.		
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.						Smalls, each.
And the following Stations.		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.		Cents.
*Ingoldsby.....	Victoria Division	40	32	26	20	35	11	14	34		40
*Dysart.....		40	32	26	20	35	11	14	34		40
*Gould's.....		40	32	26	20	35	11	14	34		40
*Haliburton.....		40	32	26	20	35	11	14	34		40
Whitby.....	Whitby Division	38	31	26	19	34	10	13	32		40
Brooklin.....		38	31	26	19	34	10	13	32		40
*Myrtle.....		37	30	25	19	34	10	13	30		40
*High Point.....		37	30	25	19	34	10	13	30		40
*Manchester.....		37	30	25	19	34	10	13	30		40
*Prince Albert.....		37	30	25	19	34	10	13	30		40
Port Perry.....		37	30	25	19	34	10	12	29		40
Seagrave.....		37	30	25	19	34	10	12	29		40
*Sonya.....		37	30	25	19	34	10	12	28		40
Manilla.....		36	29	24	18	33	10	11	27		40
*Mariposa.....		36	29	24	18	32	9	11	26		40
*Ops.....											
Belleville.....	Grand Junction Division	10	8	7	5	8	2	3	7		25
*Cannifton.....		12	10	8	6	10	3	4	9		25
*Foxboro.....		12	10	8	6	10	3	4	9		25
*Holloway.....		12	10	8	6	10	3	4	9		25
North Hastings Jc.....		14	11	9	7	10	3	4	9		25
Stirling.....		14	11	9	7	15	4	5	14		25
*Hoard's.....		15	12	10	8	16	4	5	14		25
Campbellford.....		16	13	11	8	17	4½	5	16		25
Hastings.....		20	17	13	10	18	5	6	16		35
*Birdsall's.....		24	20	16	12	20	5½	7	18		35
*Keene.....		12	10	8	6	10	3	4	9		25
*West Huntingdon.....		14	11	9	7	11	3	4	12		25
*Ivanhoe.....		15	12	10	8	12	3	4	13		25
*Crookston.....		16	13	11	8	13	3	4½	14		25
*Moir Lake.....		16	13	11	8	14	3½	4½	14		25
Madoc.....		18	15	12	9	15	4	5	14		25
*Hematite Mine.....		20	17	13	10	16	4½	5	15		25
*Eldorado.....		20	17	13	10	16	5	5	15		25
*Dufferin Mine.....											

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM BELLEVILLE.

BETWEEN BELLEVILLE And the following Stations.	MERCHANDISE.				SPECIAL CLASSES. Loaded and unloaded by Owner.					Smalls. each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per bush, of 60 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock, per car load.		
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.		
Port Hope.....	32	27	21	16	28	8	10	24		40
*Quay's.....	32	27	21	16	28	8	9	24		40
*Perrytown.....	32	27	21	16	28	8	9	24		40
Garden Hill.....	30	25	20	15	26	7	9	22		35
*Summit.....	30	25	20	15	25	7	9	22		35
Millbrook.....	30	25	20	15	26	7	9	22		35
Bethany.....	32	27	21	16	28	8	9	24		40
*Brunswick.....	32	27	21	16	28	8	9	24		40
Franklin.....	32	27	21	16	28	8	9	24		40
Omamee.....	32	27	21	16	28	8	10	24		40
*Reaboro.....	33	28	23	17	30	9	11	25		40
Lindsay.....	34	28	23	17	30	9	11	25		40
Cambray.....	36	29	24	18	32	9	11	26		40
*Grass Hill.....	36	29	24	18	33	10	11	27		40
Lorneville Jr.....	37	30	25	19	34	10	12	28		40
Beaverton.....	37	30	25	19	34	10	12	28		40
*Gamebridge.....	37	30	25	19	34	10	12	28		40
Brechin.....	37	30	25	19	34	10	12	28		40
*Schepeler.....	37	30	25	19	34	10	13	30		40
Uptergrove.....	38	31	26	19	34	10	13	32		40
*Atherley.....	38	31	26	19	34	10	13	32		40
*Couchiching.....	38	31	26	19	34	10	13	32		40
Orillia.....	38	31	26	19	34	10	13	32		40
*Silver Creek.....	40	32	26	20	35	11	14	34		40
Uhthoff.....	40	32	26	20	35	11	14	34		40
*Foxmead.....	40	32	26	20	35	11	14	34		40
*Alma.....	40	32	26	20	35	11	14	34		40
Coldwater.....	42	32	26	21	36	11	14	35		50
*Fesserton.....	42	32	26	21	36	11	14	35		50
Waubashene.....	42	32	26	21	36	11	14	35		50
*Sturgeon Bay.....	42	32	26	21	36	11	14	35		50
Victoria Bay.....	43	33	27	21	38	12	15	36		50
*Old Fort.....	43	33	27	21	38	12	15	36		50
Midland.....	44	34	28	22	40	12	15	38		50
*Frazerville.....	30	25	20	15	24	7	9	22		35
Peterborough.....	30	25	20	15	22	6	8	20		35
*Nassau Mills.....	30	25	20	15	22	6	8	20		35
Lakefield.....	30	25	20	15	24	7	9	22		25

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The Midland Railway of Canada.

FREIGHT TARIFF TO AND FROM BELLEVILLE.

BETWEEN BELLEVILLE And the following Stations.	MERCHANDISE.				SPECIAL CLASSES.				Loaded and unloaded by Owner.	
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 24,000 lbs. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per bush. of 60 lbs.	Lumber in car loads of 24,000 lbs. per 100 lbs.	Live Stock, per car load.	Smalls, each.	
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Cents.	Cents.	Cents.	Dollars.	Cents.	
TORONTO AND OTTAWA DIVISION.										

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*Flag Stations, Freight must be prepaid.

LOCAL

Ascertain the

Not exceeding
Over 5 and not

" 10
 " 15
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 " 480
 " 490

This Tariff
cancelled at any
Freight to

MIDLAND RAILWAY OF CANADA.

LOCAL FREIGHT TARIFF BETWEEN WAY STATIONS.

To be Applied where no Separate Tariff is given.

Ascertain the distance by the shortest route per Company's time tables, and charge and forward Freight accordingly

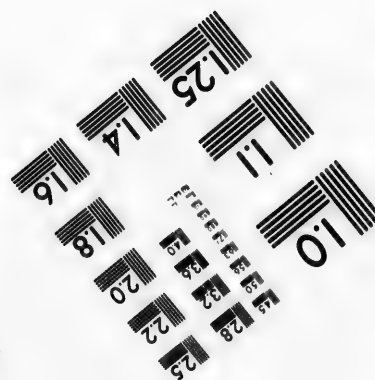
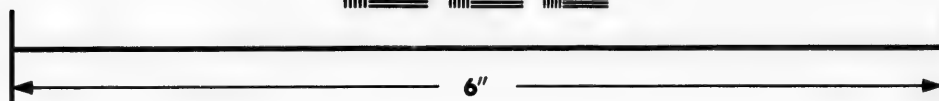
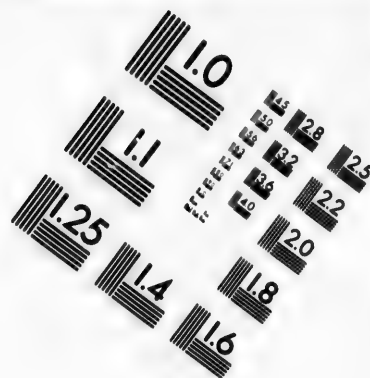
TO TAKE EFFECT JANUARY 1ST, 1882.

DISTANCES.	MERCHANDISE.				SPECIAL CLASSES.*							Small, each.
	First Class.	Second Class.	Third Class.	Fourth Class.	Flour and Meal in car loads of 120 bbls. per bbl.	Grain and Mill Stuffs in car loads of 24,000 lbs. per 100 lbs.	Lumber in car loads of 4,000 lbs. per 100 lbs.	Live Stock, per car load.				
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.								
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Dollars.			Cents.	
Not exceeding 5 Miles.....	10	8	7	5	8	4	3	7				25
Over 5 and not over 10 miles.....	12	10	8	6	8	4	3	7				25
" 10 .. 15	13	12	10	8	10	5	4	9				25
" 15 .. 20	16	13	11	8	13	7	5	12				25
" 20 .. 25	18	15	12	9	14	7	5	13				25
" 25 .. 30	20	17	13	10	15	8	6	14				25
" 30 .. 35	22	18	14	11	16	8	6	15				25
" 35 .. 40	22	18	15	11	18	9	6	15				25
" 40 .. 45	24	20	16	12	18	9	6	16				25
" 45 .. 50	27	22	17	13	19	10	6	16				35
" 50 .. 55	27	22	17	13	20	10	7	18				35
" 55 .. 60	28	22	18	14	21	11	8	20				35
" 60 .. 65	30	25	20	15	22	11	8	20				35
" 65 .. 70	30	25	20	15	24	12	9	22				35
" 70 .. 75	30	25	20	15	25	13	9	22				35
" 75 .. 80	30	25	20	15	26	13	9	22				35
" 80 .. 85	32	27	21	16	28	14	9	24				40
" 85 .. 90	32	27	21	16	28	14	10	24				40
" 90 .. 95	33	28	23	17	30	15	11	25				40
" 95 .. 100	34	28	23	17	30	15	11	25				40
" 100 .. 105	36	29	24	18	32	16	11	26				40
" 105 .. 110	36	29	24	18	33	16	11	27				40
" 110 .. 115	37	30	25	19	33	16	12	28				40
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" 150 .. 160	42	32	26	21	36	18	14	35				50
" 160 .. 170	43	33	27	21	38	19	15	36				50
" 170 .. 180	44	34	28	22	40	20	15	38				50
" 180 .. 190	45	35	28	22	40	20	16	40				50
" 190 .. 200	46	36	29	23	42	21	16	41				50
" 200 .. 210	47	37	30	23	44	22	17	42				50
" 210 .. 220	48	38	31	24	46	23	17	43				50
" 220 .. 230	49	39	32	24	48	24	18	44				50
" 230 .. 240	50	40	32	25	50	25	18	44				50
" 240 .. 250	51	41	33	25	50	25	19	44				60
" 250 .. 260	52	42	34	26	50	25	19	44				60
" 260 .. 270	53	43	34	26	50	25	19	48				60
" 270 .. 280	54	44	35	27	50	25	20	48				60
" 280 .. 290	55	45	35	27	50	25	20	48				60
" 290 .. 300	56	47	37	28	54	27	21	50				60
" 300 .. 310	57	47	37	28	58	29	21	53				60
" 310 .. 320	58	48	38	29	60	30	22	54				60
" 320 .. 330	59	48	38	29	62	30	22	54				60
" 330 .. 340	60	50	40	30	62	30	23	54				60
" 340 .. 350	61	50	40	30	62	30	23	54				70
" 350 .. 360	62	52	42	31	64	32	24	60				70
" 360 .. 370	63	53	42	31	66	32	24	60				70
" 370 .. 380	64	53	42	32	68	34	25	60				70
" 380 .. 390	65	55	43	32	70	34	25	60				70
" 390 .. 400	66	56	44	33	72	36	26	60				70
" 400 .. 410	67	57	44	33	72	36	26	65				70
" 410 .. 420	68	58	46	34	72	36	27	65				70
" 420 .. 430	69	59	47	34	74	37	27	70				70
" 430 .. 440	70	60	48	35	76	38	28	70				70
" 440 .. 450	71	61	48	35	78	39	28	70				80
" 450 .. 460	72	62	49	36	80	40	29	70				80
" 460 .. 470	73	63	49	36	80	40	29	70				80
" 470 .. 480	74	64	50	37	80	40	30	72				80
" 480 .. 490	75	65	51	38	80	40	30	72				80

This Tariff is subject to General Rules and Conditions of Carriage adopted by the Midland Railway Company, and may be altered or cancelled at any time, with or without notice. All previous rates conflicting with above are hereby cancelled.

Freight to Flag Station must be prepaid. *Special Classes Loaded and unloaded by Owner.





Photographic Sciences Corporation

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**

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The Midland Railway of Canada.

TIMBER TARIFF.

FROM.	TO.	Masts and Yards, each.	Spars, each.	Timber per 1000 cubic feet.			Rafting Stuff, Per Car, of 12 tons.
				White Pine.	Red Pine and Elm.	Oak.	
		\$	\$	\$	\$	\$	\$
Midland to Silver Creek, inclusive.....	Toronto, Pt. Hope & Whitby	15	7	37	42	47	19
Minden to Haliburton, inclusive.....	do do	15	7	37	42	47	19
Orillia to Lorneville, inclusive.....	do do	15	7	36	41	46	18
Lindsay.....	Port Hope and Whitby.	9	5	25	30	35	13
Coboconk to Lorneville, inclusive....	Toronto, Whitby or Pt Hope	15	7	36	41	46	18
Woodville South to Goodwood.....	Toronto.	13	6	32	37	42	16
Port Perry.....	Whitby.	7	4	20	25	30	10
Lorneville to Coboconk, inclusive....	Belleville.	20	11	44	49	54	22
Midland and Silver Creek, inclusive..	Belleville.	21	12	45	50	55	23
Minden to Haliburton, inclusive.....	Belleville.	21	12	45	50	55	23
Fenelon Falls and Kinnmount.....	Whitby or Port Hope.	13	6	34	39	45	17
Lakefield and Peterborough.....	Port Hope.	12	6	25	30	35	13
Lakefield and Peterborough.....	Belleville.	14	7	30	35	37 50	15
Keene and Hastings.....	Belleville.	13	6	26	35	40	13
Campbellford and Hoards.....	Belleville.	11	5	20	25	30	10
Stirling and Madoc.....	Belleville.	11	5	20	25	30	10

CONDITIONS AND REGULATIONS.

- 1.—The above rates are exclusive of loading or unloading, or Engine service.
- 2.—Masts, Yards and Spars must be piled along the Railway, butt and tip alternately, so that two or more can be taken at a load.
- 3.—The same rule must be observed in piling timber, the lengths of which must be assorted.
- 4.—Every pile of Timber, Blocking and Spars must be at least six feet from the rail on the main track or siding. No skidway or platform for loading must be higher than the level of the platform cars.
- 5.—Actual cubic contents of Timber to be computed in measurement for freight, and in measuring "wary" timber each stick must be girthed and charged for accordingly. All timber to be measured when loaded, and no deductions made after shipment. All Timber to be subject to re-measurement by the Companies at Toronto, Whitby, Port Hope or Belleville, and excess charged.
- 6.—Cars are to be loaded with and will be charged for the following minimum quantities:—500 cubic feet White Pine, 450 feet Red Pine and Elm, 400 feet Oak. (The term "Rafting Stuff" shall only apply to Floats, Traverses, Toggles, and Withes.)
- 7.—All loading in excess of above quantities and tonnage shall be deemed "overloading," and shall be charged at one and one-half Tariff rates.

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8.—Ropes, Chains, Block and Tackle of every description, as well as Rollways, Booms, &c., must be furnished and kept in repair by shippers.

9.—The shippers and their agents will be held responsible for all damage done to the Company's fences, gates, &c., by their servants, and for all loss and cost to the Company arising therefrom. Any fences or gates removed or damaged for the purpose of piling or loading timber will be measured, and the cost of restoring the same surcharged upon the timber loaded at each point, and collected with the freight and other charges thereon.

10.—The loading and unloading of Timber, and the management of the traffic, will be subject to the direction and authority of the Company's officers, and any damage that may occur to the Company's rolling stock through neglecting to obey their instructions, will be charged to the owners of the timber.

11.—Loading and unloading shall be done by shippers, or contracts shall be made for same on behalf of shippers, and charged on timber in addition to the rate.

12.—Freight charges on Timber taken up between two stations will be charged as from the further station.

13.—The Company reserves the right to hold any part lot of Timber that may be on their premises, or in the water at Toronto, Whitby, Port Hope, or Belleville, until all arrears of freight and other charges are paid in full.

14.—The delivery of the Timber will be considered as accomplished when it is unloaded from the cars and placed on the Company's wharves or in the water at Toronto, Whitby, Port Hope, or Belleville, after which it will be entirely at the risk of owners.

15.—The Company will not be responsible for the order or quantities in which Timber or Spars may or may not be taken by them for transportation.

16.—The Company will endeavor to provide boomage or storage room at Toronto, Whitby, Port Hope and Belleville, for the accommodation of shippers, free of charge, but they do not bind themselves to do so, and they will not, under any circumstances, be liable for breaking of booms, or for any loss or damage whatsoever to Timber in booms or on the ground, or for breakage while loading or unloading, and any Timber in booms or stored must be removed immediately after notice has been given by the Company. Division booms must be provided by shippers, but their locality will be subject to the direction of the Company's agents.

17.—No contract, engagement, or service involving reward or payment of any kind whatever, to be entered into between the shippers, their agents or servants, and any employee or officer of the Company.

The Midland Railway of Canada.

PERIODICAL TICKETS

Will be issued on the following terms. Parties desiring such must apply to the General Traffic Agent, or Station Agents will apply for them.

DISTANCE.	ONE MONTH.	THREE MONTHS.	SIX MONTHS.	ONE YEAR.
MILES.	\$ c.	\$ c.	\$ c.	\$ c.
Up to 5 inclusive.....	4 00	10 00	16 00	24 00
6 " 10 ".....	5 00	12 50	20 00	30 00
11 " 15 ".....	6 00	15 00	24 00	36 00
16 " 20 ".....	7 00	17 50	28 00	42 00
21 " 25 ".....	8 00	20 00	32 00	48 00
26 " 30 ".....	9 00	22 50	36 00	54 00
31 " 35 ".....	10 00	25 00	40 00	60 00
36 " 40 ".....	11 00	27 50	44 00	66 00
41 " 50 ".....	12 00	30 00	48 00	72 00
51 " 60 ".....	13 00	32 50	52 00	78 00
61 " 70 ".....	14 00	35 00	56 00	84 00
71 " 80 ".....	15 00	37 50	60 00	90 00
81 " 90 ".....	16 00	40 00	64 00	96 00
91 " 100 ".....	17 00	42 50	68 00	102 00
101 " 110 ".....	18 00	45 00	72 00	108 00
111 " 120 ".....	19 00	47 50	76 00	114 00
121 " 130 ".....	20 00	50 00	80 00	120 00
131 " 140 ".....	21 00	52 50	84 00	126 00
141 " 150 ".....	22 00	55 00	88 00	132 00
151 " 160 ".....	23 00	57 50	92 00	138 00
161 " 200 ".....	25 00	62 50	100 00	150 00

RETURN TICKETS, between any two Stations, good for ten (10) trips each way, will be issued at a rate of two cents per mile, provided the said ten (10) trips are taken within three months from the date of purchase.

COMMUTATION TICKETS are not transferable.

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The Midland Railway of Canada.

GENERAL BAGGAGE REGULATIONS.

1.—First-class Passengers will be allowed 100 lbs. Personal Baggage each. All excess of Personal Baggage will be charged as per Extra Baggage Tariff, and charges must, if taken on a Passenger Train, be prepaid and Extra Baggage Ticket issued.

2.—Emigrants will be allowed each Adult 200 lbs., and each half-ticket 150 lbs. Baggage FREE.

3.—Commercial Travellers, on presentation of Commercial Traveller's Ticket, will be allowed 100 lbs. Personal Baggage and 200 lbs. Samples free; all in excess of 300 lbs., or failing of presentation of Certificate, all above 100 lbs. will be charged as Extra Baggage, and Ticket issued.

4.—Through Extra Baggage Tickets between Stations issued as per Tariff. Excess Baggage Tickets issued to Flag Stations will be taken up by Train Baggage-man before delivering Baggage to Passenger, and forward same to the Audit Office.

Passengers holding these will, when laying off at Way Stations, obtain their Baggage on producing their Extra Baggage Tickets, which Agents must stamp with Station Stamp, and return to passenger.

Agents at receiving Stations, will be careful in collecting Tickets issued for all Excess Baggage and Dogs, and notify General Traffic Agent of all cases where such may have been forwarded without being properly booked and paid for. In such cases Agents at receiving Stations will make out Excess Tickets, showing number of Baggage Check and Station from which it was forwarded, and collect at rates from your Station to starting point before property is delivered.

5.—Dogs must be accompanied by their owners, and the Company will not take charge of or be responsible for them at their Stations. They must not be received to be forwarded unless furnished with collar and chain, or other safe fastening by which they can be secured in the car. Charges for carriage will be as per Extra Baggage Tariff. Must be pre-paid and Ticket issued by Station Agent.

6.—No Freight or Parcel of Goods will be taken upon a Passenger Train unless accompanied by the owner or way-billed by Station Agent.

7.—Baggage will only be checked to Station for which Passenger holds tickets, and Baggage Master must see Tickets before checking Baggage. None but Personal Baggage must be checked.

8.—Every piece of Baggage must be checked with a Card Check or Tag, as well as a Brass Label, and the Card Check Label must have plainly written on it the Station and route for which the Passenger is ticketed. Agents must compare all checks before giving them to Passengers, and see that they correspond with those attached to the baggage.

9.—Baggage for Flag Stations must not be checked, but only marked with the Station name.

10.—Baggage will not be checked until shortly before the time for the departure of the train, and must afterwards be carefully watched and handed over to the Train Baggage-man.

11.—Checks shall always be strung on the wire holders, and except when in use at Train times be locked up. Station Agents and Baggage-men will be held responsible for the use and safety of all checks passing through their hands, and a fine of one days pay will be levied if the loss of a check or duplicate is traced to their error or negligence.

12.—Requisitions for Checks will be made to the General Traffic Agent, who, in issuing same, will keep a record of their numbers, and to what Station sent. Agents will keep an average sufficient stock of checks on hand. Surplus or mixed Checks must be at once sent to the General Traffic Agent, who will note their numbers and from what Stations received.

13.—Checked Baggage is only to be delivered up on the production of a Duplicate Check, and care must be taken to remove the Strap Check before giving up the Baggage.

14.—Should a Passenger lose his Duplicate Check, the Baggage may be delivered at the discretion of the Station Agent, upon satisfactory proof of ownership, by production of the key, description of the contents, or otherwise, AND, if possible, an identification of the claimant being given. A receipt in writing shall be taken for the Baggage, and fifty cents be charged for the lost Check. An immediate Report shall be made, and Excess Baggage Tickets issued for the money so collected, which, with the Receipt and the remaining Check, be sent to the General Traffic Agent. If the Station Agent is not satisfied with the proofs given, he shall send the Baggage, with a full report, to the General Traffic Agent, and to whom the claimant will be referred for further action.

15.—Should any Baggage be missing, the Station Agent shall AT ONCE report to the Station from which the lost Baggage is alleged to have started, and to the General Traffic Agent, who will take all the necessary steps for a vigilant search for, and immediate tracing of the missing property.

16.—Unclaimed Baggage shall be locked up in the Baggage Room, and after remaining unredeemed for one month shall be sent, properly billed as "Unclaimed Baggage," to the General Traffic Agent.

17.—Great care must be used in the handling of Baggage. All damage done, resulting from careless or rough usage, will be deducted from the pay of the offender.

18.—A Corpse, accompanied by a passenger, will be charged regular Ticket rate; unaccompanied, double first-class fare; but tickets will not be issued for, nor will Corpses be received for carriage, unless accompanied by Certificate of a qualified Physician, that the person did not die of any contagious or infectious disease. These Certificates must be handed to the Train Baggage-man.

19.—All Baggage Reports to be sent to the General Traffic Agent.

20.—Baggage Way-bills must be made out for all baggage transferred from one Division to another, or from one train to another, and a receipt taken for the same by the Baggage-man in his train Baggage book. When all Baggage thereon has reached its destination, train Baggage-man must send such bill to the General Traffic Agent.

21.—A register of all Baggage forwarded and received, must be kept by Baggage-man or Station Agent at each Station.

EXTRA BAGGAGE AND DOG TARIFF.

EXTRA WEIGHT.	MILES.													
	UNDER 25	25	50	100	150	200	250	300	350	400	500	600	700	800
		to	to	to	to	to	to	to	to	to	to	to	to	to
	25	49	99	149	199	249	299	349	399	499	599	699	799	1000
	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
Under 25 lbs., ...	10	15	20	25	30	35	40	45	50	60	70	80	90	100
From 25 lbs. to 49 lbs., ...	10	20	30	35	45	55	65	75	85	95	105	115	130	145
" 50 " 74 "	15	25	35	40	50	60	70	80	90	105	120	135	150	165
" 75 " 99 "	20	30	40	45	55	65	75	85	95	110	125	150	175	200
100 lbs. and over, (per 100 lbs.)..	25	35	50	60	70	80	90	100	110	130	145	165	190	220
DOGS, ...	Each	25	35	50	75	100	115	130	140	150	170	185	200	225
		25	35	50	75	100	115	130	140	150	170	185	200	225

GENERAL REMARKS.

Excursions and parties of ten and upwards will be granted Return Tickets between Local Stations at one fare and a third upon application to the General Traffic Agent.

The same rule will apply to pupils going to and from school during vacation, but in the latter cases they must produce certificates from the Principals of the Schools with which they are connected.

Theatrical parties of ten or more will be charged two cents per mile and are allowed two hundred pounds Excess Baggage Free, for each person.

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The Midland Railway of Canada.

INSTRUCTIONS TO CONDUCTORS.

1.—All persons travelling on trains, other than the regular train staff, must be provided with either a ticket or a pass; this rule applies to all employees of the road not engaged upon the service of the train actually running, as well as to the general public.

2.—Conductors will be supplied with duplex tickets, which they must sell at tariff rates to such persons as they may find unprovided with a ticket or pass. These duplex tickets are to be punched—*before being torn off the book*—through the printed stations from and to, for which the ticket is sold, and also through the date upon which issued. One half of the duplex ticket is to be retained by the Passenger, who will be refunded ten cents upon presenting it at any regular Ticket Office; the other half, with all tickets collected, is to be sent to the Audit Office, Peterborough.

3.—At the Station where the Conductor's daily trip ends, he will, before leaving the Company's premises, make up his Collection Sheet, and hand over the amount to the Agent of such station, obtaining a receipt for the same on his Collection Sheet, which must then be forwarded to the Audit Office, Peterborough, by first train.

4.—On the back of the Collection Sheets must be entered the names of all persons who have travelled with Passes—officers of the road excepted.

5.—It has been intimated that some Conductors are in the habit of conveying money, cheques and other valuables for the public. This must be discontinued.

6.—Conductors are on no account to redeem the passengers' duplex ticket; this is only to be done by Ticket Agents.

7.—Passes are only to be honoured when signed by the General Manager, ^{and} or when countersigned by the General Traffic Agent, or the General Manager's Assistant; but Passes for employees travelling on duty, will be countersigned by the Heads of Departments or Assistant Superintendents authorised to issue them.

8.—All Passes when collected, are to be sent to the General Traffic Agent's Office.

9.—Passengers travelling to a Flag Station will have to retain their duplex tickets until they are able to present them, *after completion of the trip*, at a Regular Ticket Office.

10.—Way-bills of freight consigned to Flag Stations, are, unless otherwise advised, to be left at the first station having an Agent beyond where the goods are left, and if practicable, Conductors will obtain a receipt for the freight on the Way-bill when delivering the goods.

11.—All merchandise or sundries offered at Flag Stations must be plainly marked and be accompanied by a shipping bill. It is the Conductor's duty carefully to check such goods by the shipping bill, which he will hand to the Agent at the next Station, who will make Way-bill and label the car.

12.—Conductors conveying value parcels or letters upon Company's account, must give and take receipts for same, retaining the latter for proof of delivery.

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STATIONS.

Toronto	Toronto
Scarboro Junction	.35 Scarboro Junction.
Agincourt	.55 .30 Agincourt.
Millikens	.60 .35 .20 Millikens.
Unionville	.70 .45 .25 .20 Unionville.
Markham	.80 .55 .35 .30 .20 Markham.
Stouffville	1.00 .75 .55 .50 .40 .30 Stouffville.
Goodwood	1.15 .90 .70 .65 .55 .45 .25 Goodwood.
Uxbridge	1.35 1.10 .90 .85 .75 .65 .45 .30 Uxbridge.
Marsh Hill	1.50 1.25 1.05 1.00 .90 .80 .60 .45 .25 Marsh Hill.
Wick	1.60 1.35 1.15 1.10 1.00 .90 .70 .55 .35 .25 Wick.
Sunderland	1.70 1.45 1.25 1.20 1.10 1.00 .80 .65 .45 .35 .20 Sunderland.
Manilla Crossing	1.75 1.50 1.30 1.25 1.15 1.05 .85 .70 .50 .40 .25 .15 Manilla Crossing.
Cannington	1.90 1.65 1.45 1.40 1.30 1.20 1.00 .85 .65 .55 .40 .30 .20 Cannington.
Woodville	2.00 1.75 1.55 1.50 1.40 1.30 1.10 .95 .75 .65 .50 .40 .35 .20 Woodville.
Lorneville Junction	2.05 1.80 1.60 1.55 1.45 1.35 1.15 1.00 .80 .70 .55 .45 .40 .25 .20 Lorneville Junction.
Argyle	2.10 1.85 1.65 1.60 1.50 1.40 1.20 1.05 .85 .75 .60 .50 .45 .30 .25 .20 Argyle.
Eldon	2.25 2.00 1.80 1.75 1.65 1.55 1.35 1.20 1.00 .90 .75 .65 .60 .45 .35 .35 .25 Eldon.
Portage Road	2.35 2.10 1.90 1.85 1.75 1.65 1.45 1.30 1.10 1.00 .85 .75 .70 .55 .45 .40 .35 .25 Portage Road.
Kirkfield	2.40 2.20 2.00 1.95 1.85 1.75 1.55 1.40 1.20 1.10 .95 .85 .80 .65 .55 .50 .45 .30 .20 Kirkfield.
Victoria Road	2.50 2.25 2.05 2.00 1.90 1.80 1.60 1.45 1.25 1.15 1.00 .90 .85 .70 .60 .55 .50 .40 .35 .25 Victoria Road.
Corson's Crossing	2.65 2.40 2.20 2.15 2.05 1.95 1.75 1.60 1.40 1.30 1.15 1.05 1.10 .85 .75 .70 .65 .50 .40 .35 .25 Corson's Crossing.
Cobocouk	2.75 2.50 2.30 2.25 2.15 2.05 1.85 1.70 1.50 1.40 1.25 1.15 1.15 .95 .85 .80 .75 .60 .55 .50 .35 .25 Cobocouk.
Ballantrae	1.15 .90 .75 .65 .55 .45 .30 .45 .65 .75 .90 1.00 1.05 1.20 1.30 1.35 1.40 1.55 1.65 1.70 1.80 1.95 2.05 Ballantrae.
Vivian	1.20 .95 .80 .70 .60 .50 .35 .50 .70 .80 .95 1.05 1.10 1.25 1.35 1.40 1.45 1.60 1.75 1.85 2.00 2.10 Vivian.
Mt. Albert	1.35 1.10 .95 .85 .75 .65 .50 .65 .85 .95 1.10 1.20 1.25 1.40 1.50 1.55 1.60 1.75 1.85 1.90 2.00 2.15 2.25 Mt. Albert.
Ravenshoe	1.55 1.30 1.15 1.05 .95 .85 .70 .85 1.05 1.15 1.30 1.40 1.45 1.60 1.70 1.75 1.80 1.95 2.05 2.10 2.20 2.35 2.45 Ravenshoe.
Sutton	1.70 1.45 1.30 1.20 1.10 1.00 .85 1.00 1.20 1.30 1.45 1.55 1.60 1.75 1.85 1.90 1.95 2.10 2.20 2.25 2.35 2.50 2.60 Sutton.
Jackson's Point	1.75 1.50 1.35 1.25 1.15 1.05 .90 1.05 1.25 1.35 1.50 1.60 1.65 1.80 1.90 1.95 2.00 2.15 2.25 2.30 2.40 2.55 2.65 Jackson's Point.
Cameron	2.65 2.30 2.20 2.05 2.05 1.95 1.75 1.60 1.40 1.30 1.15 1.05 1.00 .85 .75 .70 .75 .90 1.00 1.05 1.15 1.30 1.40 1.95 2.05 2.15 2.35 2.50 2.75 Cameron.
Hall's	2.75 2.50 2.35 2.25 2.15 2.05 1.85 1.75 1.55 1.40 1.25 1.15 1.10 1.00 .85 .80 .85 1.00 1.10 1.15 1.25 1.40 1.50 2.05 2.15 2.30 2.45 2.65 2.70 Hall's.
Fenelon Falls	2.90 2.60 2.45 2.35 2.25 2.15 2.00 1.85 1.65 1.55 1.40 1.30 1.25 1.10 1.00 .95 1.00 1.10 1.20 1.25 1.35 1.50 1.60 1.70 1.75 2.30 2.45 2.50 2.75 2.90 Fenelon Falls.
Fell's	3.05 2.75 2.60 2.50 2.45 2.35 2.15 2.00 1.80 1.65 1.55 1.40 1.35 1.25 1.10 1.05 1.10 1.25 1.35 1.40 1.50 1.70 1.75 2.30 2.45 2.50 2.75 2.90 3.05 Fell's.
Retties	3.15 2.90 2.75 2.65 2.55 2.45 2.30 2.15 1.90 1.80 1.70 1.55 1.50 1.40 1.25 1.20 1.25 1.40 1.50 1.55 1.65 1.85 1.95 2.45 2.55 2.65 2.85 3.05 3.10 Retties.
Kinmount	3.45 3.20 3.05 2.95 2.85 2.75 2.60 2.45 2.20 2.10 2.00 1.85 1.80 1.70 1.55 1.50 1.55 1.70 1.80 1.85 1.95 2.10 2.20 2.75 2.85 2.95 3.15 3.35 3.40 Kinmount.
Myles Ry. Jct	3.50 3.20 3.05 2.95 2.90 2.80 2.60 2.45 2.25 2.15 2.00 1.90 1.85 1.70 1.60 1.55 1.60 1.75 1.85 1.90 2.00 2.15 2.25 2.80 2.90 3.00 3.20 3.35 3.45 Myles Ry. Jct.
Minden	3.70 3.45 3.30 3.20 3.10 3.05 2.85 2.70 2.50 2.45 2.35 2.25 2.15 2.05 1.95 1.85 1.75 1.85 1.95 2.05 2.10 2.20 2.35 2.45 3.05 3.10 3.25 3.40 3.60 3.65 Minden.
Ingoldsbys	3.85 3.55 3.40 3.35 3.25 3.15 2.95 2.80 2.60 2.50 2.45 2.35 2.25 2.20 2.05 1.95 1.90 1.95 2.00 2.10 2.20 2.25 2.50 2.60 3.15 3.30 3.35 3.55 3.70 3.80 Ingoldsbys.
Dysart	3.95 3.65 3.50 3.40 3.35 3.25 3.05 2.90 2.65 2.60 2.45 2.35 2.30 2.15 2.05 2.00 2.05 2.15 2.25 2.30 2.40 2.60 2.65 3.25 3.35 3.45 3.65 3.80 3.85 Dysart.
Gould's	4.05 3.80 3.65 3.55 3.45 3.35 3.20 3.05 2.80 2.70 2.60 2.45 2.40 2.30 2.15 2.10 2.15 2.20 2.30 2.40 2.45 2.55 2.70 2.80 3.35 3.45 3.55 3.75 3.95 4.00 Gould's.
Haliburton	4.10 3.85 3.70 3.60 3.50 3.40 3.25 3.10 2.90 2.75 2.65 2.50 2.45 2.35 2.20 2.15 2.20 2.25 2.35 2.45 2.50 2.60 2.75 2.85 3.40 3.50 3.65 3.80 4.00 4.10 Haliburton.
Whitby	4.15 3.90 3.75 3.65 3.55 3.45 3.30 3.15 2.95 2.80 2.60 2.50 2.45 2.35 2.20 2.15 2.20 2.25 2.35 2.45 2.50 2.60 2.75 2.85 3.40 3.50 3.65 3.80 4.00 4.15 Whitby.
Brooklin	4.65 3.40 3.25 3.15 3.05 2.95 2.80 2.65 2.45 2.30 2.20 2.05 2.00 1.90 1.75 1.70 1.75 1.90 2.00 2.05 2.15 2.30 2.40 2.95 3.05 3.20 3.35 3.55 3.60 Brooklin.
Myrtle	3.55 3.30 3.10 3.05 2.95 2.85 2.65 2.50 2.30 2.20 2.05 1.95 1.90 1.75 1.65 1.60 1.65 1.80 1.90 1.95 2.05 2.20 2.30 2.85 2.95 3.05 3.25 3.40 3.50 Myrtle.
High Point	3.45 3.25 3.05 3.00 2.90 2.80 2.65 2.50 2.30 2.15 2.05 1.90 1.85 1.70 1.60 1.55 1.60 1.75 1.80 1.85 1.95 2.15 2.25 2.80 2.85 3.00 3.20 3.35 3.40 High Point.
Manchester	3.40 3.15 2.95 2.90 2.80 2.70 2.50 2.35 2.15 2.05 1.90 1.80 1.75 1.60 1.50 1.45 1.50 1.65 1.75 1.80 1.90 2.05 2.15 2.70 2.80 2.90 3.10 3.25 3.35 Manchester.
Prince Albert	3.35 3.10 2.90 2.85 2.75 2.65 2.45 2.30 2.10 2.00 1.85 1.75 1.70 1.55 1.45 1.40 1.45 1.60 1.70 1.75 1.85 2.00 2.10 2.65 2.75 2.85 3.05 3.25 3.35 Prince Albert.
Port Perry	3.25 3.00 2.85 2.75 2.65 2.50 2.40 2.25 2.05 1.95 1.80 1.70 1.60 1.55 1.40 1.35 1.40 1.55 1.60 1.65 1.75 1.95 2.00 2.65 2.75 2.85 3.05 3.15 3.20 Port Perry.
Seagrave	3.05 2.80 2.65 2.55 2.45 2.35 2.20 2.05 1.85 1.70 1.60 1.45 1.40 1.30 1.15 1.10 1.15 1.30 1.40 1.45 1.55 1.70 1.80 2.35 2.45 2.60 2.75 2.95 3.00 Seagrave.
Sonaya	3.00 2.75 2.60 2.50 2.40 2.30 2.15 1.95 1.80 1.65 1.55 1.40 1.40 1.25 1.15 1.10 1.15 1.25 1.35 1.40 1.55 1.65 1.75 2.30 2.40 2.50 2.70 2.90 2.95 Sonaya.
Manilla	2.90 2.65 2.45 2.40 2.30 2.20 2.00 1.85 1.65 1.55 1.40 1.30 1.25 1.10 1.00 .95 1.00 1.15 1.25 1.30 1.40 1.55 1.65 2.20 2.30 2.40 2.60 2.75 2.80 Manilla.
Mariposa	2.70 2.45 2.30 2.20 2.10 2.00 1.85 1.70 1.45 1.35 1.25 1.15 1.10 .95 .85 .80 .85 .95 1.05 1.10 1.20 1.35 1.45 2.00 2.10 2.20 2.40 2.60 2.65 Mariposa.
Ops	2.60 2.35 2.15 2.10 2.00 1.90 1.70 1.55 1.35 1.25 1.10 1.00 .95 .80 .70 .65 .70 .85 .95 1.00 1.10 1.25 1.35 1.90 2.00 2.10 2.30 2.45 2.50 Ops.
Belleville	+ 5.35 5.20 5.15 5.05 4.95 4.75 4.60 4.40 4.30 4.15 4.05 4.00 3.85 3.75 3.70 3.75 3.85 3.95 4.00 4.10 4.30 4.45 4.95 5.05 5.15 5.35 5.50 5.60 Belleville.
Cannifton	5.50 5.25 5.05 5.00 4.90 4.80 4.60 4.45 4.25 4.15 4.00 3.90 3.85 3.70 3.60 3.55 3.60 3.65 3.70 3.75 3.85 3.90 4.00 4.15 4.35 4.45 4.60 4.80 4.90 Cannifton.
Foxboro	5.35 5.05 4.90 4.85 4.75 4.65 4.45 4.30 4.10 4.00 3.85 3.75 3.70 3.55 3.40 3.35 3.40 3.45 3.50 3.55 3.60 3.70 3.85 4.00 4.10 4.35 4.45 4.60 4.80 Foxboro.
Holloway	5.20 4.95 4.80 4.70 4.60 4.55 4.35 4.20 4.00 3.85 3.75 3.65 3.55 3.45 3.35 3.30 3.35 3.40 3.45 3.50 3.55 3.60 3.70 3.85 3.95 4.05 4.20 4.40 4.50 Holloway.
North Hastings Jc	5.15 4.90 4.75 4.65 4.55 4.45 4.30 4.15 3.90 3.80 3.65 3.55 3.50 3.40 3.30 3.25 3.30 3.35 3.40 3.45 3.50 3.55 3.60 3.75 3.85 3.95 4.05 4.20 4.40 North Hastings Jc.
Stirling	5.00 4.75 4.60 4.50 4.40 4.30 4.15 4.00 3.80 3.65 3.55 3.40 3.35 3.25 3.10 3.05 3.10 3.15 3.20 3.25 3.30 3.35 3.40 3.50 3.60 3.70 3.80 3.95 Stirling.
Hoards	4.80 4.55 4.40 4.30 4.20 4.10 3.95 3.80 3.65 3.55 3.45 3.35 3.20 3.15 3.05 3.10 3.15 3.20 3.25 3.30 3.35 3.40 3.45 3.50 3.60 3.70 3.80 3.95 Hoards.
Campbellford	4.60 4.35 4.20 4.10 4.00 3.95 3.75 3.60 3.40 3.25 3.15 3.05 3.00 2.85 2.75 2.65 2.70 2.75 2.80 2.85 2.90 3.00 3.10 3.20 3.30 3.40 3.50 3.65 Campbellford.
Hastings	4.30 4.05 3.85 3.80 3.70 3.60 3.40 3.25 3.05 2.95 2.80 2.70 2.65 2.50 2.40 2.35 2.40 2.45 2.50 2.55 2.60 2.65 2.70 2.80 2.95 3.05 3.15 3.30 Hastings.
Birdsall's	4.10 3.85 3.70 3.60 3.50 3.40 3.25 3.10 2.90 2.75 2.65 2.50 2.45 2.35 2.20 2.15 2.20 2.25 2.30 2.35 2.40 2.45 2.50 2.60 2.75 2.85 3.00 3.10 Birdsall's.
Keene	3.90 3.65 3.50 3.40 3.30 3.20 3.05 2.95 2.85 2.75 2.65 2.55 2.45 2.30 2.25 2.15 2.20 2.25 2.30 2.35 2.40 2.45 2.50 2.60 2.75 2.85 3.00 3.10 Keene.
West Huntington	5.20 4.95 4.80 4.75 4.65 4.55 4.35 4.20 4.00 3.90 3.75 3.65 3.60 3.45 3.35 3.30 3.35 3.40 3.45 3.50 3.55 3.60 3.70 3.85 3.95 4.05 4.20 4.40 West Huntington.
Ivanhoe	5.30 5.05 4.90 4.80 4.70 4.60 4.45 4.30 4.10 3.95 3.85 3.70 3.65 3.55 3.40 3.35 3.40 3.45 3.50 3.55 3.60 3.65 3.70 3.85 3.95 4.05 4.20 4.40 Ivanhoe.
Crookston	5.45 5.20 5.00 4.95 4.85 4.75 4.55 4.40 4.20 4.10 3.95 3.85 3.80 3.65 3.50 3.45 3.50 3.55 3.60 3.65 3.70 3.75 3.80 3.95 4.05 4.20 4.40 4.60 Crookston.
Moir Lake	5.50 5.25 5.10 5.00 4.90 4.80 4.65 4.50 4.30 4.15 4.05 3.95 3.85 3.75 3.60 3.55 3.60 3.65 3.70 3.75 3.80 3.85 3.90 4.00 4.15 4.25 4.40 4.60 Moir Lake.
Madoc	5.60 5.35 5.20 5.10 5.00 4.90 4.75 4.60 4.40 4.25 4.15 4.00 3.95 3.85 3.70 3.65 3.70 3.75 3.80 3.85 3.90 4.00 4.10 4.25 4.35 4.45 4.60 4.80 Madoc.
Hematite Mine	5.75 5.50 5.30 5.25 5.15 5.05 4.85 4.70 4.50 4.40 4.25 4.15 4.00 3.95 3.85 3.80 3.85 3.90 3.95 4.00 4.10 4.15 4.25 4.40 4.50 4.65 4.80 5.00 Hematite Mine.
Eldorado	5.80 5.55 5.35 5.30 5.20 5.10 4.90 4.75 4.55 4.45 4.30 4.20 4.10 4.00 3.90 3.85 3.90 3.95 4.00 4.05 4.15 4.20 4.30 4.40 4.55 4.65 4.80 5.00 Eldorado.
Dufferin Mine	5.90 5.65 5.50 5.40 5.30 5.20 5.05 4.90 4.70 4.55 4.45 4.30 4.20 4.15 4.00 3.95 4.00 4.05 4.10 4.15 4.20 4.25 4.30 4.40 4.55 4.65 4.80 5.00 Dufferin Mine.
Port Hope	+ 3.50 3.35 3.25 3.20 3.10 2.90 2.75 2.55 2.45 2.30 2.20 2.15 2.00 1.90 1.80 1.75 1.80 1.85 1.90 1.95 2.00 2.05 2.10 2.20 2.30 2.40 2.50 2.60 Port Hope.

Crossing.
Cock.
Ballantrae.
20 Vivian.
30 25 Mt. Albert.
50 45 30 Ravenshoe.
65 80 45 30 Sutton.
70 85 50 35 20 Jackson's Point.
1.05 2.05 2.15 2.35 2.50 2.55 Cameron.
2.05 2.15 2.30 2.45 2.65 2.70 25 Hall's.
2.15 2.25 2.35 2.55 2.70 2.80 35 25 Fenelon Falls.
2.30 2.45 2.50 2.75 2.90 2.95 50 35 25 Fell's.
2.45 2.55 2.65 2.85 3.05 3.10 65 50 40 25 Betties.
2.75 2.85 2.95 3.15 3.35 3.40 90 80 70 55 40 Kinnmont.
2.80 2.90 3.00 3.20 3.35 3.45 95 85 75 60 45 20 Myles Ry. Jct.
3.05 3.10 3.25 3.40 3.60 3.65 1.20 1.10 1.00 85 70 40 35 Minden.
3.15 3.30 3.35 3.55 3.70 3.80 1.35 1.20 1.10 95 80 55 50 25 Ingoldshy.
3.25 3.35 3.45 3.65 3.80 3.85 1.40 1.30 1.15 1.00 95 60 55 35 20 Dysart.
3.35 3.45 3.55 3.75 3.95 4.00 1.55 1.40 1.30 1.15 1.00 75 70 45 35 25 Gould's.
3.40 3.50 3.65 3.80 4.00 4.05 1.60 1.45 1.40 1.25 1.10 80 75 50 40 35 20 Haliburton.
3.15 3.25 3.35 3.55 3.70 3.80 1.70 1.80 1.90 2.05 2.20 2.50 2.75 2.90 2.95 3.10 3.15 Whitty.
2.95 3.05 3.20 3.35 3.55 3.60 1.50 1.60 1.75 1.85 2.00 2.30 2.35 2.60 2.70 2.80 2.95 2.95 35 Brooklin.
2.85 2.95 3.05 3.25 3.40 3.50 1.40 1.50 1.60 1.75 1.90 2.20 2.20 2.50 2.60 2.65 2.80 2.85 45 25 Myrtle.
2.80 2.85 3.00 3.20 3.35 3.40 1.30 1.40 1.55 1.65 1.80 2.10 2.15 2.35 2.50 2.60 2.75 2.75 60 35 25 High Point.
2.70 2.80 2.90 3.10 3.25 3.35 1.25 1.35 1.45 1.60 1.75 2.00 2.05 2.30 2.45 2.50 2.65 2.70 65 45 35 25 Manchester.
2.65 2.75 2.85 3.05 3.25 3.25 1.15 1.30 1.40 1.55 1.70 1.95 2.00 2.25 2.35 2.45 2.60 2.65 70 50 40 30 20 Prince Albert.
2.60 2.65 2.80 2.95 3.15 3.20 1.10 1.25 1.35 1.45 1.60 1.90 1.95 2.20 2.30 2.40 2.55 2.60 70 60 45 35 25 Port Perry.
2.35 2.45 2.60 2.75 2.95 3.00 90 1.00 1.15 1.25 1.40 1.70 1.75 2.00 2.10 2.20 2.35 2.35 90 70 60 50 45 40 35 Seagrave.
2.30 2.40 2.50 2.70 2.90 2.95 85 95 1.10 1.20 1.35 1.65 1.70 1.90 2.05 2.15 2.30 2.30 95 80 65 55 50 45 40 20 Sonya.
2.20 2.30 2.40 2.60 2.75 2.85 75 85 95 1.10 1.30 1.50 1.55 1.80 1.90 2.00 2.15 2.20 1.10 90 80 70 65 55 50 30 15 Manilla.
2.00 2.10 2.20 2.40 2.60 2.65 55 65 80 90 1.05 1.35 1.40 1.60 1.75 1.80 1.95 2.00 1.30 1.10 95 85 80 75 70 50 40 30 Mariposa.
1.90 2.00 2.10 2.30 2.45 2.50 40 55 65 80 95 1.20 1.25 1.50 1.60 1.70 1.85 1.90 1.40 1.20 1.10 1.00 95 85 80 65 40 25 Ops.
4.95 5.05 5.15 5.35 5.50 5.60 3.45 3.55 3.70 3.80 3.95 4.25 4.30 4.55 4.65 4.75 4.85 4.95 4.70 4.50 4.40 4.30 4.25 4.15 4.10 3.90 3.85 3.70 3.50 3.40 Belleville.
4.80 4.90 5.00 5.20 5.35 5.45 3.35 3.45 3.55 3.70 3.85 4.15 4.15 4.40 4.55 4.60 4.75 4.85 4.55 4.35 4.25 4.15 4.10 4.00 3.95 3.75 3.70 3.55 3.40 3.25 25 Cannifton.
4.65 4.75 4.85 5.05 5.20 5.30 3.30 3.20 3.30 3.40 3.55 3.70 4.00 4.00 4.25 4.40 4.45 4.60 4.70 4.40 4.20 4.10 4.00 3.95 3.85 3.80 3.60 3.55 3.40 3.25 3.10 40 25 Foxboro.
4.50 4.60 4.75 4.90 5.10 5.15 3.05 3.20 3.30 3.40 3.55 3.85 3.90 4.15 4.25 4.35 4.45 4.55 4.25 4.10 3.95 3.85 3.70 3.50 3.40 3.30 3.10 3.00 3.00 40 25 Holloway.
4.45 4.55 4.70 4.85 5.05 5.10 3.00 3.10 3.25 3.35 3.50 3.80 3.85 4.10 4.20 4.25 4.40 4.50 4.20 4.00 3.90 3.80 3.75 3.70 3.65 3.40 3.35 3.25 3.05 2.95 65 45 30 20 North Hastings Jc.
4.30 4.40 4.55 4.70 4.90 4.95 2.85 2.95 3.10 3.20 3.35 3.65 3.70 3.95 4.05 4.15 4.25 4.35 4.05 3.85 3.75 3.65 3.60 3.55 3.50 3.25 3.10 2.90 2.80 70 60 45 35 25 Stirling.
4.10 4.20 4.30 4.50 4.70 4.75 2.65 2.75 2.90 3.00 3.15 3.45 3.50 3.70 3.85 3.95 4.00 4.15 3.85 3.65 3.55 3.45 3.40 3.35 3.25 3.05 3.00 2.90 2.70 2.60 95 80 65 55 50 35 Hoard's.
3.95 4.00 4.15 4.30 4.50 4.55 2.60 2.70 2.80 2.95 3.25 3.30 3.55 3.65 3.75 3.85 3.95 4.05 3.70 3.50 3.35 3.25 3.20 3.15 3.10 2.90 2.80 2.70 2.50 2.40 100 100 85 70 65 50 30 Campbellford.
3.60 3.70 3.80 4.00 4.15 4.25 2.55 2.65 2.80 2.95 3.25 3.30 3.45 3.55 3.65 3.75 3.85 3.95 3.65 3.45 3.35 3.30 3.25 3.20 3.15 3.10 2.90 2.80 2.70 2.50 2.40 100 100 85 70 65 50 30 Hastings.
3.40 3.50 3.65 3.80 4.00 4.05 2.45 2.55 2.70 2.85 3.15 3.20 3.35 3.45 3.55 3.65 3.75 3.85 3.55 3.35 3.25 3.20 3.15 3.10 3.05 3.00 2.90 2.80 2.70 2.50 2.40 100 100 85 70 65 50 30 Birdall's.
3.20 3.30 3.40 3.60 3.80 3.85 2.35 2.45 2.60 2.75 3.05 3.10 3.25 3.35 3.45 3.55 3.65 3.75 3.45 3.25 3.15 3.10 3.05 3.00 2.95 2.90 2.80 2.70 2.50 2.40 100 100 85 70 65 50 30 Keene.
4.55 4.65 4.75 4.90 5.10 5.15 3.05 3.20 3.30 3.40 3.55 3.85 3.90 4.15 4.25 4.35 4.45 4.55 4.25 4.10 3.95 3.85 3.80 3.75 3.70 3.50 3.40 3.30 3.10 3.00 65 50 35 25 20 North Huntingdon.
4.60 4.70 4.85 5.00 5.20 5.25 3.15

ANADA.

RULES AND REGULATIONS.

1. Tickets will be sold at Regular Stations at Ten Cents less than Tariff Rates.
2. Full Tariff Rates must be charged by the Conductor for all Fares collected.
3. Children over five and under twelve years of age, Half Fare—adding $2\frac{1}{2}$ cents when necessary to make the half-fare terminate in 0 or 5.
4. Whenever a Fare is collected in the Cars, the Conductor must at once issue a Ticket to the Passenger, punched so as to show the Station from and to, and date of issue. One side of this ticket is to be retained by the Passenger, and will be exchangeable, after completion of journey, for Ten Cents at any regular ticket office of these lines. The other side is to be retained by the Conductor, and dealt with as per Conductors' Regulations.
5. Conductors are on no account allowed to redeem Passenger Slip Tickets, and Agents are positively instructed not to accept them from Conductors.
6. Employees are not allowed to transport Letters or other Documents for the public.

GEO. A. COX,
President and General Manager.

A. WHITE,
General Traffic Agent.

GENERAL OFFICES, PETERBOROUGH, ONTARIO, }
First January, 1882. }

ake.
loc.
Hematite Mine.
.20 Eldorado.
.30 .25 Dufferin Mine.
3.15 3.20 3.35 Port Hope.
3.00 3.05 3.20 .30 Quay's.
2.90 2.95 3.10 .40 .20 Perrytown.
2.90 2.95 3.05 .40 .30 .20 Garden Hill.
2.75 2.80 2.90 .60 .40 .30 Summit.
2.60 2.65 2.80 .70 .50 .40 .30 Millbrook.
2.80 2.85 2.95 .90 .70 .60 .40 .30 Bethany.
2.85 2.90 3.05 .90 .80 .70 .50 .40 .20 Brunswick.
2.90 2.95 3.10 1.00 .80 .70 .60 .40 .30 Franklin.
3.05 3.10 3.25 1.10 1.00 .90 .80 .70 .60 .40 .30 Omemee.
3.20 3.25 3.35 1.30 1.10 1.00 1.00 .80 .70 .50 .50 .40 .30 Reaboro.
3.35 3.40 3.55 1.40 1.30 1.20 1.20 1.00 .90 .70 .70 .60 .40 .30 Lindsay.
3.35 3.40 3.55 1.40 1.30 1.20 1.20 1.00 .90 .70 .70 .60 .40 .30 Lindsay.
3.35 3.40 3.55 1.40 1.30 1.20 1.20 1.00 .90 .70 .70 .60 .40 .30 Lindsay.

3.35 3.40 3.55 1.40 1.30 1.20 1.20 1.00 .90 .70 .70 .60 .40 .30 Lindsay.
3.35 3.40 3.55 1.40 1.30 1.20 1.20 1.00 .90 .70 .70 .60 .40 .30 Lindsay.

Dufferin Mine	5.90	3.65	5.30	3.40	5.30	5.20	5.05	4.90	4.70	4.55	4.45	4.30	4.25	4.15	4.00	3.95	4.00	4.15	4.25	4.30	4.40	4.55	4.65	5.20	5.30	5.45	5.60	5.80	5.85	3.75	3.85	4.00	4.15	4.45	4.45		
Port Hope	+	3.50	3.35	3.25	3.20	3.10	2.90	2.75	2.55	2.45	2.30	2.20	2.15	2.00	1.90	1.90	1.90	2.05	2.15	2.20	2.30	2.45	2.55	3.10	3.20	3.30	3.50	3.65	3.70	1.60	1.75	1.85	2.00	2.15	2.45	2.45	
Quay's	3.10	3.40	3.20	3.15	3.05	2.95	2.75	2.60	2.40	2.30	2.15	2.05	2.00	1.85	1.75	1.70	1.75	1.90	2.00	2.05	2.15	2.30	2.40	2.05	3.05	3.15	3.35	3.50	3.55	1.45	1.60	1.70	1.85	2.00	2.30	2.45	
Perrytown	3.10	3.30	3.10	3.05	2.95	2.85	2.65	2.50	2.30	2.20	2.05	1.95	1.90	1.75	1.65	1.60	1.65	1.80	1.90	1.95	2.05	2.20	2.30	2.85	2.95	3.05	3.25	3.40	3.50	1.45	1.50	1.60	1.75	1.90	2.20	2.20	
Garden Hill	3.10	3.25	3.10	3.00	2.90	2.80	2.65	2.50	2.30	2.15	2.00	1.90	1.85	1.75	1.60	1.60	1.60	1.75	1.85	1.90	2.00	2.15	2.25	2.80	2.90	3.05	3.20	3.40	3.45	1.35	1.45	1.55	1.70	1.85	2.15	2.20	
Summit	3.10	3.10	2.95	2.85	2.75	2.65	2.50	2.35	2.15	2.00	1.90	1.75	1.70	1.60	1.45	1.40	1.45	1.60	1.70	1.75	1.85	2.00	2.15	2.25	2.80	2.90	3.05	3.20	3.40	3.45	1.35	1.45	1.55	1.70	1.85	2.15	2.20
Millbrook	3.10	3.00	2.80	2.75	2.65	2.55	2.35	2.20	2.00	1.90	1.75	1.65	1.60	1.45	1.35	1.30	1.35	1.50	1.60	1.65	1.75	1.90	2.00	2.55	2.65	2.75	2.90	3.05	3.25	3.30	1.20	1.30	1.45	1.55	1.70	2.00	2.05
Bethany	3.10	2.80	2.65	2.25	2.45	2.35	2.20	2.05	1.85	1.70	1.60	1.45	1.40	1.30	1.15	1.10	1.15	1.30	1.40	1.45	1.55	1.70	1.80	2.35	2.45	2.60	2.75	2.95	3.00	.90	1.00	1.15	1.25	1.40	1.70	1.75	
Brunswick	3.05	2.75	2.60	2.55	2.40	2.30	2.15	2.00	1.75	1.65	1.55	1.40	1.35	1.25	1.10	1.10	1.10	1.25	1.35	1.40	1.50	1.65	1.75	2.30	2.40	2.50	2.70	2.90	2.95	.85	.95	1.10	1.20	1.35	1.65	1.70	
Franklin	2.95	2.70	2.50	2.50	2.35	2.25	2.05	1.90	1.70	1.60	1.45	1.35	1.30	1.15	1.05	1.00	1.05	1.20	1.30	1.35	1.45	1.60	1.70	2.25	2.35	2.45	2.65	2.80	2.90	.80	.90	1.00	1.15	1.30	1.60	1.60	
Omamee	2.80	2.50	2.35	2.30	2.20	2.10	1.90	1.75	1.55	1.45	1.30	1.20	1.15	1.00	.90	.90	.90	1.05	1.15	1.20	1.30	1.45	1.55	2.10	2.20	2.30	2.50	2.65	2.75	.65	.75	.85	1.00	1.15	1.45	1.45	
Reaboro	2.65	2.40	2.25	2.15	2.05	2.00	1.80	1.65	1.45	1.30	1.20	1.10	1.00	.90	.80	.70	.80	.90	1.00	1.05	1.15	1.30	1.45	1.55	2.10	2.20	2.30	2.50	2.65	.75	.85	1.00	1.15	1.45	1.45		
Lindsay	2.50	2.20	2.05	2.00	1.90	1.80	1.60	1.45	1.25	1.15	1.00	.90	.85	.70	.60	.60	.60	.75	.85	.90	1.00	1.15	1.30	1.40	2.00	2.05	2.20	2.35	2.55	.60	.65	.75	.85	1.00	1.35	1.35	
Cambray	2.35	2.05	1.90	1.85	1.70	1.65	1.45	1.30	1.10	1.00	.85	.75	.70	.55	.45	.40	.45	.60	.70	.75	.85	1.00	1.15	1.25	1.80	1.90	2.00	2.20	2.35	.45	.55	.65	.75	.85	1.10	1.15	
Grass Hill	2.20	1.90	1.75	1.70	1.60	1.50	1.30	1.15	.95	.85	.70	.60	.55	.40	.30	.30	.30	.45	.55	.60	.70	.85	.95	1.50	1.60	1.70	1.90	2.05	2.15	.55	.70	.80	.95	1.10	1.40	1.40	
Lorneville Junction	2.05	1.80	1.60	1.55	1.45	1.35	1.15	1.00	.80	.70	.55	.45	.40	.25	.15	.10	.15	.30	.40	.45	.55	.70	.85	1.35	1.45	1.60	1.75	1.95	2.00	.70	.80	.95	1.05	1.20	1.50	1.55	
Beaverton	2.30	2.05	1.90	1.80	1.70	1.60	1.45	1.30	1.10	.95	.85	.70	.65	.55	.40	.40	.40	.55	.65	.70	.80	.95	1.05	1.60	1.70	1.85	2.00	2.20	2.25	.95	1.05	1.15	1.30	1.45	1.75	1.75	
Gamebridge	2.45	2.15	2.00	1.90	1.85	1.75	1.55	1.40	1.20	1.10	.95	.85	.75	.65	.55	.50	.55	.65	.75	.80	.90	1.10	1.15	1.75	1.85	1.95	2.15	2.30	2.35	1.05	1.15	1.25	1.40	1.55	1.90	1.90	
Brechin	2.55	2.30	2.15	2.00	1.95	1.85	1.70	1.55	1.30	1.20	1.10	.95	.90	.80	.65	.60	.65	.80	.90	.95	1.05	1.20	1.30	1.85	1.95	2.05	2.25	2.45	2.50	1.15	1.25	1.40	1.55	1.90	1.90		
Schepeler	2.65	2.35	2.20	2.15	2.05	1.95	1.75	1.60	1.40	1.30	1.15	1.05	1.00	.85	.75	.70	.75	.90	1.00	1.05	1.15	1.30	1.40	1.95	2.05	2.15	2.35	2.50	2.60	1.25	1.40	1.50	1.60	1.75	2.05	2.10	
Uptergrove	2.75	2.50	2.30	2.25	2.15	2.05	1.90	1.75	1.55	1.40	1.30	1.15	1.10	1.00	.85	.80	.85	1.00	1.10	1.15	1.25	1.40	1.50	2.05	2.15	2.30	2.45	2.65	2.70	1.40	1.50	1.60	1.75	1.90	2.20	2.20	
Atherley	2.85	2.60	2.40	2.35	2.25	2.15	2.00	1.85	1.60	1.50	1.40	1.25	1.20	1.10	.95	.90	.95	1.10	1.20	1.25	1.35	1.50	1.60	2.15	2.25	2.35	2.55	2.75	2.80	1.45	1.60	1.70	1.85	2.00	2.30	2.30	
Couchiching	2.90	2.65	2.45	2.40	2.30	2.20	2.00	1.85	1.65	1.55	1.40	1.30	1.25	1.10	1.00	1.00	1.00	1.15	1.25	1.30	1.40	1.55	1.65	2.20	2.30	2.40	2.60	2.75	2.80	1.50	1.60	1.75	1.85	2.00	2.30	2.35	
Orillia	+	2.70	2.50	2.45	2.35	2.25	2.05	1.90	1.70	1.60	1.45	1.35	1.30	1.15	1.05	1.00	1.05	1.20	1.30	1.35	1.45	1.60	1.70	2.25	2.35	2.45	2.65	2.80	2.80	1.55	1.70	1.80	1.90	2.05	2.35	2.40	
Silver Creek	+	2.80	2.65	2.55	2.45	2.35	2.20	2.05	1.85	1.70	1.60	1.45	1.40	1.30	1.15	1.10	1.15	1.30	1.40	1.45	1.55	1.70	1.80	2.35	2.45	2.60	2.75	2.95	3.00	1.70	1.80	1.90	2.05	2.20	2.50	2.50	
Unthoff	+	2.90	2.75	2.65	2.60	2.50	2.30	2.15	1.95	1.85	1.70	1.60	1.55	1.40	1.30	1.30	1.30	1.40	1.50	1.55	1.65	1.85	1.90	2.50	2.60	2.70	2.90	2.80	3.10	1.80	1.90	2.05	2.15	2.30	2.60	2.65	
Foxmead	+	3.00	2.80	2.75	2.65	2.55	2.35	2.20	2.00	1.90	1.75	1.65	1.60	1.45	1.35	1.30	1.35	1.50	1.60	1.65	1.75	1.90	2.00	2.55	2.65	2.80	2.95	3.15	3.20	1.90	2.00	2.10	2.25	2.40	2.65	2.75	
Alma	+	3.05	2.85	2.80	2.70	2.60	2.40	2.25	2.05	1.95	1.80	1.70	1.65	1.50	1.40	1.30	1.40	1.55	1.65	1.70	1.80	1.95	2.05	2.60	2.70	2.80	3.00	3.20	3.25	1.90	2.05	2.10	2.25	2.40	2.65	2.75	
Coldwater	+	3.20	2.95	2.90	2.80	2.70	2.50	2.35	2.15	2.05	1.85	1.75	1.70	1.55	1.45	1.50	1.60	1.70	1.75	1.85	2.00	2.10	2.20	2.80	2.90	3.10	3.25	3.35	2.00	2.15	2.25	2.35	2.50	2.80	2.85		
Fesserton	+	3.15	3.05	2.95	2.90	2.80	2.55	2.40	2.25	2.15	2.00	1.90	1.85	1.70	1.60	1.55	1.60	1.75	1.75	1.80	1.90	2.10	2.20	2.80	2.90	3.10	3.35	3.40	2.10	2.20	2.35	2.45	2.60	2.90	2.95		
Waubashene	+	3.25	3.10	3.05	2.95	2.85	2.65	2.50	2.30	2.20	2.05	1.95	1.90	1.75	1.65	1.60	1.65	1.80	1.90	1.95	2.05	2.20	2.30	2.85	2.95	3.05	3.25	3.30	2.50	2.60	2.75	2.85	3.00	3.05	3.05		
Sturgeon Bay	+	3.35	3.20	3.10	3.00	2.90	2.75	2.60	2.35	2.25	2.15	2.00	1.95	1.85	1.70	1.70	1.70	1.85	1.95	2.00	2.10	2.25	2.35	2.90	3.00	3.10	3.30	3.50	3.55	2.20	2.35	2.50	2.60	2.75	3.05	3.05	
Victoria Bay	+	3.45	3.30	3.20	3.10	3.05	2.85	2.70	2.50	2.35	2.25	2.15	2.05	1.95	1.85	1.80	1.85	1.95	2.05	2.10	2.20	2.35	2.45	3.05	3.10	3.25	3.40	3.60	3.65	2.35	2.45	2.60	2.70	2.85	3.15	3.20	
Old Fort	+	3.55	3.40	3.35	3.25	3.15	2.95	2.80	2.60	2.50	2.35	2.25	2.20	2.05	1.95	1.90	1.95	2.05	2.15	2.20	2.30	2.50	2.60	3.15	3.25	3.35	3.55	3.70	3.80	2.45	2.60	2.70	2.80	2.95	3.25	3.30	
Midland	+	3.70	3.55	3.45	3.35	3.25	3.05	2.90	2.70	2.60	2.45	2.35	2.30	2.15	2.05	2.00	2.05	2.20	2.20	2.30	2.50	2.60	3.20	3.35	3.50	3.65	3.85	3.90	2.60	2.70	2.80	2.95	3.10	3.40	3.40		
Frazerville	3.10	3.10	2.95	2.90	2.80	2.70	2.50	2.35	2.15	2.05	1.90	1.80	1.75	1.60	1.50	1.50	1.60	1.70	1.75	1.85	2.00	2.10	2.20	2.80	2.90	3.10	3.35	3.40	1.25	1.35	1.45	1.60	1.75	2.05	2.05		
Peterborough	3.10	3.10	3.20	3.10	3.05	2.95	2.75	2.60	2.40	2.30	2.15	2.05	2.00	1.85	1.75	1.70	1.75	1.85	1.95	2.00	2.10	2.20	2.35	2.95	3.05	3.20	3.40	3.55	3.65	1.45	1.60	1.70	1.85	2.00	2.30	2.30	
Nassau Mills	3.25	3.50	3.35	3.25	3.15	3.05	2.90	2.75	2.50	2.40	2.30	2.15	2.10	2.00	1.85	1.80	1.85	2.00	2.10	2.15	2.25	2.40	2.50	3.05	3.15	3.35	3.45	3.70	3.75								

Relative Mine.																				
5.75	3.65	3.75	3.85	4.00	4.15	4.45	4.45	4.70	4.85	4.90	5.05	5.10	4.85	4.65	4.55	4.45	4.40	4.30	4.25	Eldorado.
0.585	3.75	3.85	4.00	4.10	4.25	4.55	4.60	4.85	4.95	5.05	5.15	5.25	4.95	4.75	4.65	4.55	4.50	4.45	4.40	Dufferin Mine.
5.370	1.60	1.75	1.85	2.00	2.15	2.45	2.45	2.70	2.80	2.90	3.05	3.10	2.80	2.60	2.50	2.40	2.30	2.20	2.20	Port Hope.
0.355	1.45	1.60	1.70	1.85	2.00	2.30	2.30	2.55	2.65	2.75	2.90	2.95	2.60	2.50	2.40	2.30	2.20	2.10	2.10	Quay's
0.350	1.45	1.50	1.60	1.75	1.90	2.20	2.20	2.45	2.60	2.65	2.80	2.90	2.50	2.40	2.30	2.20	2.10	2.00	2.00	
0.345	1.35	1.45	1.55	1.70	1.85	2.15	2.20	2.45	2.55	2.65	2.75	2.85	2.50	2.40	2.30	2.20	2.10	2.00	2.00	
5.330	1.20	1.30	1.45	1.55	1.70	2.00	2.05	2.30	2.40	2.50	2.60	2.70	2.40	2.20	2.10	2.00	1.90	1.80	1.70	
0.320	1.10	1.25	1.30	1.45	1.60	1.90	1.90	2.15	2.30	2.35	2.50	2.60	2.20	2.10	2.00	1.90	1.80	1.70	1.60	
5.300	0.90	1.00	1.15	1.25	1.40	1.70	1.75	2.00	2.10	2.20	2.30	2.40	2.10	1.90	1.80	1.70	1.60	1.50	1.40	
0.295	0.85	0.95	1.10	1.20	1.35	1.65	1.70	1.90	2.05	2.10	2.25	2.35	2.00	1.90	1.80	1.70	1.60	1.50	1.40	
0.290	0.80	0.90	1.00	1.15	1.30	1.60	1.60	1.85	2.00	2.05	2.20	2.30	1.90	1.80	1.70	1.60	1.50	1.40	1.30	
5.275	0.65	0.75	0.85	1.00	1.15	1.45	1.45	1.70	1.85	1.90	2.05	2.15	1.80	1.60	1.50	1.40	1.30	1.20	1.10	
5.260	0.50	0.65	0.75	0.85	1.00	1.30	1.35	1.60	1.70	1.75	1.90	2.00	1.70	1.50	1.40	1.30	1.20	1.10	1.00	
5.245	0.35	0.45	0.55	0.70	0.85	1.10	1.15	1.40	1.55	1.60	1.75	1.85	1.40	1.30	1.20	1.10	1.00	0.90	0.80	
0.230	0.40	0.55	0.65	0.80	0.95	1.25	1.25	1.50	1.60	1.70	1.85	1.90	1.60	1.50	1.40	1.30	1.20	1.10	1.00	
5.215	0.55	0.70	0.80	0.95	1.10	1.40	1.40	1.65	1.75	1.85	2.00	2.05	1.80	1.60	1.50	1.40	1.30	1.20	1.10	
5.200	0.70	0.80	0.95	1.05	1.20	1.50	1.55	1.75	1.90	2.00	2.10	2.15	1.90	1.80	1.70	1.60	1.50	1.40	1.30	
2.20	0.25	0.35	0.45	0.55	0.65	0.85	0.90	1.10	1.15	1.25	1.35	1.40	1.10	1.00	0.90	0.80	0.70	0.60	0.50	
0.235	0.105	0.15	0.25	0.40	0.55	0.90	1.00	1.25	1.35	1.45	1.55	1.65	1.30	1.20	1.10	1.00	0.90	0.80	0.70	
45.250	1.05	1.30	1.40	1.55	1.70	2.00	2.00	2.25	2.35	2.45	2.60	2.65	2.40	2.20	2.10	2.00	1.90	1.80	1.70	
5.260	1.25	1.40	1.50	1.60	1.75	2.05	2.10	2.35	2.45	2.50	2.65	2.75	2.50	2.30	2.20	2.10	2.00	1.90	1.80	
35.270	1.40	1.50	1.60	1.75	1.90	2.20	2.20	2.45	2.60	2.65	2.80	2.85	2.60	2.50	2.40	2.30	2.20	2.10	2.00	
5.280	1.45	1.60	1.70	1.85	2.00	2.30	2.30	2.55	2.65	2.75	2.90	3.00	2.70	2.50	2.40	2.30	2.20	2.10	2.00	
75.280	1.50	1.60	1.75	1.85	2.00	2.30	2.35	2.60	2.70	2.75	2.90	2.95	2.70	2.60	2.50	2.40	2.30	2.20	2.10	
5.280	1.55	1.70	1.80	1.90	2.05	2.35	2.40	2.65	2.75	2.85	2.95	3.05	2.80	2.60	2.50	2.40	2.30	2.20	2.10	
95.300	1.70	1.80	1.90	2.05	2.20	2.50	2.50	2.75	2.90	2.95	3.10	3.15	2.90	2.80	2.70	2.60	2.50	2.40	2.30	
3.310	1.80	1.90	2.05	2.15	2.30	2.60	2.65	2.90	3.00	3.10	3.20	3.25	3.00	2.90	2.80	2.70	2.60	2.50	2.40	
15.320	1.90	2.00	2.10	2.25	2.40	2.65	2.75	2.95	3.10	3.15	3.30	3.35	3.10	3.00	2.90	2.80	2.70	2.60	2.50	
3.325	1.90	2.05	2.20	2.30	2.45	2.70	2.75	3.00	3.10	3.20	3.30	3.35	3.10	3.00	2.90	2.80	2.70	2.60	2.50	
25.335	2.00	2.15	2.25	2.35	2.50	2.80	2.85	3.10	3.20	3.30	3.40	3.50	3.30	3.20	3.10	3.00	2.90	2.80	2.70	
35.340	2.10	2.20	2.35	2.45	2.60	2.90	2.95	3.20	3.30	3.40	3.50	3.55	3.30	3.20	3.10	3.00	2.90	2.80	2.70	
40.350	2.15	2.30	2.40	2.50	2.65	2.95	3.00	3.25	3.35	3.40	3.55	3.65	3.40	3.30	3.20	3.10	3.00	2.90	2.80	
50.355	2.20	2.35	2.50	2.60	2.75	3.05	3.05	3.30	3.40	3.50	3.65	3.70	3.40	3.30	3.20	3.10	3.00	2.90	2.80	
60.365	2.25	2.45	2.60	2.70	2.85	3.15	3.20	3.40	3.55	3.65	3.75	3.80	3.60	3.40	3.30	3.20	3.10	3.00	2.90	
70.380	2.45	2.60	2.70	2.80	2.95	3.25	3.30	3.55	3.65	3.75	3.85	3.95	3.70	3.50	3.40	3.30	3.20	3.10	3.00	
85.390	2.60	2.70	2.80	2.95	3.10	3.40	3.45	3.70	3.80	3.90	4.00	4.10	3.80	3.60	3.50	3.40	3.30	3.20	3.10	
3.40	1.25	1.35	1.45	1.60	1.75	2.05	2.05	2.30	2.45	2.50	2.65	2.75	2.40	2.20	2.10	2.00	1.90	1.80	1.70	
35.365	1.45	1.60	1.70	1.85	2.00	2.30	2.30	2.55	2.65	2.75	2.90	2.95	2.60	2.40	2.30	2.20	2.10	2.00	1.90	
70.375	1.60	1.70	1.80	1.95	2.10	2.40	2.45	2.65	2.80	2.85	3.00	3.05	2.80	2.60	2.50	2.40	2.30	2.20	2.10	
85.390	1.75	1.85	2.00	2.10	2.25	2.55	2.60	2.80	2.95	3.05	3.15	3.25	2.90	2.80	2.70	2.60	2.50	2.40	2.30	

inc.	10	35	25	Hemlock Mine.
lope.	50	40	30	20 Eldorado.
ay	60	50	40	30 25 Dufferin Mine.
20 Pe	2.85	2.95	3.05	3.15 3.20 3.35 Port Hope.
30	2.70	2.80	2.90	3.00 3.05 3.20 30 Quay's.
50	2.60	2.70	2.80	2.90 2.95 3.10 40 20 Perrytown.
50	2.60	2.65	2.75	2.90 2.95 3.05 40 30 20 Garden Hill.
50	2.45	2.50	2.60	2.75 2.80 2.90 60 40 30 30 Summit.
70	2.30	2.40	2.50	2.60 2.65 2.80 70 50 40 40 30 Millbrook.
80	2.50	2.60	2.65	2.80 2.85 2.95 90 70 60 60 40 30 Bethany.
80	2.55	2.65	2.75	2.85 2.90 3.05 90 80 70 70 50 40 20 Brunswick.
00	2.60	2.70	2.80	2.90 2.95 3.10 1.00 80 70 70 60 40 30 20 Franklin.
10	2.75	2.85	2.95	3.05 3.10 3.25 1.10 1.00 90 90 70 60 40 30 Omemeo.
30	2.90	2.95	3.05	3.20 3.25 3.35 1.30 1.10 1.00 1.00 80 70 50 50 40 30 Reaboro.
40	3.05	3.15	3.25	3.35 3.40 3.55 1.40 1.30 1.20 1.20 1.00 90 70 70 60 40 30 Lindsay.
60	3.20	3.30	3.40	3.50 3.55 3.70 1.60 1.40 1.30 1.30 1.20 1.00 90 80 70 60 50 30 Cambray.
70	3.35	3.45	3.55	3.65 3.70 3.85 1.70 1.60 1.50 1.50 1.30 1.20 1.00 1.00 90 70 60 40 30 Grass Hill.
90	3.50	3.55	3.65	3.80 3.85 3.95 1.90 1.70 1.60 1.60 1.40 1.30 1.10 1.10 1.00 90 70 60 40 30 Lorneville Jc.
10	3.70	3.80	3.90	4.00 4.10 4.20 2.10 1.90 1.90 1.80 1.70 1.60 1.40 1.30 1.10 1.00 80 70 50 40 Beaverton.
20	3.85	3.95	4.00	4.15 4.20 4.30 2.20 2.10 2.00 1.90 1.80 1.70 1.50 1.40 1.40 1.20 1.10 90 80 60 50 30 Gamebridge.
30	3.95	4.05	4.15	4.25 4.30 4.45 2.30 2.20 2.10 2.10 1.90 1.80 1.60 1.60 1.50 1.30 1.20 1.00 90 70 60 40 30 Brechin.
40	4.05	4.15	4.25	4.35 4.40 4.55 2.40 2.30 2.20 2.20 2.00 1.90 1.70 1.60 1.60 1.40 1.30 1.10 1.00 80 70 50 40 20 Schepeler.
50	4.15	4.25	4.35	4.45 4.55 4.65 2.50 2.40 2.30 2.30 2.10 2.00 1.80 1.80 1.70 1.60 1.40 1.30 1.10 1.00 80 60 50 40 30 Uptergrove.
50	4.25	4.35	4.45	4.55 4.60 4.75 2.60 2.50 2.40 2.40 2.20 2.10 1.90 1.90 1.80 1.60 1.50 1.30 1.20 1.00 90 70 60 40 20 Atherley.
60	4.30	4.40	4.45	4.60 4.65 4.75 2.70 2.50 2.40 2.40 2.20 2.10 1.90 1.90 1.80 1.70 1.60 1.40 1.20 1.10 1.00 70 60 50 40 30 Cou.
70	4.35	4.45	4.55	4.65 4.70 4.85 2.70 2.60 2.50 2.50 2.30 2.20 2.00 1.90 1.90 1.70 1.60 1.40 1.30 1.10 1.00 80 70 50 40 30 20
80	4.45	4.55	4.65	4.75 4.85 4.95 2.80 2.70 2.60 2.60 2.40 2.30 2.10 2.10 2.00 1.90 1.70 1.60 1.40 1.30 1.10 90 80 70 60 40 30
90	4.60	4.70	4.75	4.90 4.95 5.05 3.00 2.80 2.70 2.70 2.50 2.40 2.20 2.20 2.10 2.00 1.90 1.70 1.50 1.40 1.30 1.00 90 80 70 60 50 40
00	4.70	4.75	4.85	5.00 5.05 5.15 3.10 2.90 2.80 2.80 2.60 2.50 2.30 2.30 2.20 2.10 1.90 1.80 1.60 1.50 1.30 1.10 1.00 90 80 70 60 50 40
10	4.80	4.80	4.90	5.00 5.05 5.20 3.10 2.90 2.80 2.80 2.60 2.50 2.30 2.30 2.20 2.10 1.90 1.80 1.60 1.50 1.30 1.10 1.00 90 80 70 60 50 40
20	4.90	5.00	5.05	5.10 5.15 5.30 3.20 3.00 2.90 2.90 2.80 2.60 2.50 2.40 2.30 2.20 2.10 1.90 1.70 1.60 1.50 1.20 1.10 1.00 90 80 70 60 50 40
30	4.95	5.05	5.15	5.25 5.30 5.45 3.30 3.20 3.10 3.10 2.90 2.80 2.80 2.60 2.50 2.30 2.20 2.00 1.90 1.70 1.60 1.40 1.30 1.10 1.00 90 80 70 60 50 40
40	5.00	5.10	5.20	5.30 5.35 5.50 3.40 3.30 3.10 3.10 3.00 2.80 2.70 2.60 2.50 2.40 2.30 2.10 1.90 1.80 1.70 1.40 1.30 1.20 1.10 1.00 90 80 70 60 50 40
50	5.15	5.20	5.30	5.45 5.50 5.60 3.50 3.40 3.30 3.30 3.10 3.00 2.80 2.70 2.70 2.50 2.40 2.20 2.10 1.90 1.80 1.60 1.40 1.30 1.20 1.10 1.00 1.00
60	5.25	5.35	5.45	5.55 5.60 5.75 3.60 3.50 3.40 3.40 3.20 3.10 2.90 2.80 2.80 2.60 2.50 2.30 2.20 2.00 1.90 1.70 1.60 1.40 1.30 1.20 1.10 1.10
70	5.35	5.45	5.55	5.65 5.75 5.85 3.70 3.60 3.50 3.50 3.30 3.20 3.00 2.90 2.90 2.80 2.60 2.50 2.30 2.20 2.00 1.80 1.70 1.60 1.50 1.30 1.30 1.2
80	5.25	5.25	5.35	5.45 5.50 5.65 3.80 3.70 3.60 3.60 3.40 3.30 3.10 3.00 3.00 2.80 2.70 2.60 2.40 2.30 2.10 1.90 1.80 1.70 1.60 1.50 1.30 1.30 1.2
90	5.10	5.10	5.20	5.20 5.30 5.40 3.90 3.80 3.70 3.70 3.50 3.40 3.20 3.10 3.00 2.80 2.70 2.60 2.40 2.30 2.10 1.90 1.80 1.70 1.60 1.50 1.30 1.30 1.2
00	5.20	5.20	5.30	5.30 5.40 5.50 4.00 3.90 3.80 3.80 3.60 3.50 3.30 3.20 3.10 3.00 2.80 2.70 2.60 2.40 2.30 2.10 1.90 1.80 1.70 1.60 1.50 1.30 1.30 1.2
10	5.20	5.20	5.30	5.30 5.40 5.50 4.00 3.90 3.80 3.80 3.60 3.50 3.30 3.20 3.10 3.00 2.80 2.70 2.60 2.40 2.30 2.10 1.90 1.80 1.70 1.60 1.50 1.30 1.30 1.2

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